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# Navy News

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No. 143 MAY, 1966

Published first Thursday of the month

Price Sixpence



Capt. J. C. Y. Roxburgh, R.N.

## AT SEA FOR 71 DAYS

H.M.S. Eagle expects to reach Singapore on May 10 after 71 days at sea. Since leaving Plymouth in August, the ship has spent only 25 per cent. of her time in harbour.

The carrier is commanded by Capt. J. C. Y. Roxburgh, R.N. Although a specialist in submarines, he has served as commander of Ark Royal (1955 and 1956) and, prior to joining Eagle, was Deputy Director of Defence Plans.

Besides Eagle, other ships which have been, or are, involved in the Beira blockade are the Rhyll, Lowestoft, Plymouth, Gurkha, Cambrian, Puma, Mohawk and Berwick, and the Royal Fleet auxiliaries Tidelflow, Fort Duquesne, Pearlleaf, Tidepool, Resurgent, Reliant and Appleleaf.

These are in addition to H.M.S. Ark Royal, which Eagle relieved.

## Eagle's record in Beira blockade

A ROYAL Navy record for a continuous patrol at sea in peacetime has been established by H.M.S. Eagle.

At the time of going to press, Eagle had been continuously at sea for 66 days, and was still going strong.

The carrier sailed from Singapore on February 28, and took over from Ark Royal in the operation to prevent tankers reaching Beira to unload fuel for the pipe-line to Rhodesia.

Since her arrival, Buccaneer, Sea Vixen, and Gannet aircraft from the ship have maintained a continuous 24-hour surveillance, ranging over 150,000 square miles in the Mozambique channel, an area one-and-three-quarters the size of Britain and involving a million miles flown.

The range of the jet aircraft was extended considerably by in-flight fuelling from the Scimitars of 800B Flight, commanded by Lieut.-Cdr. N. G. Grier-Rees, R.N.

This is understood to be the first time this technique has been used regularly in the Royal Navy during active service operations.

During one of these long flights, a Sea Vixen piloted by Lieut. A. T. Pinney identified Joanna V 500 miles south of Beira. Manuela was the next runner to be sighted, and thereafter her every move was watched by naval aircraft.

A message from Eagle went on to describe the activities

# All-out drive to clear that carrier 'hangover'

## INTEGRATION KEY TO THE FUTURE

PARALLEL with the reshaping of the Fleet under the terms of the Defence White Paper is the urgent task of promoting the integrated working of the nation's armed forces.

Admiral Sir Varyl Begg, First Sea Lord, is leading an all-out drive to bring the Navy fully into the picture, so that the situation and its requirements are understood at all levels.

After the shock decision on the running down of the Fleet Air Arm, the hangover of bitterness has to be scythed away to a clear-headed tackling of the immense problems which lie ahead.

Already 500 retired officers of captain's rank and above have been given a 'briefing' by Admiral Begg, to help them with inquiries from the public on the Navy's future in relation to career prospects.

He is now engaged in important talks with senior officers.

Throughout history, disasters have produced totally unexpected developments, and as the top brains of the Navy get to grips with its 'new look,' a growing optimism is emerging.

Until the beginning of this year, a great deal of time and money had been expended on the planning of new aircraft carriers, and the rejection of this work means starting again, virtually with a clean sheet.

This is not a situation for half measures, and it may be expected that every ship, weapon, and method will be under the

closest scrutiny, and re-assessed.

It is not a programme which can be rushed, and this explains why it will not be possible for a very long time to announce conclusions.

One reason, however, why there is cheerfulness on the outcome, is the realisation now that a clearly defined role for the Navy, working in close alliance with the other Services, should lead to a marked reduction in tempo.

A return to more normal peace-time responsibilities would mean a Service less heavily demanding, with more time to enjoy the recreational opportunities which abound for naval personnel.

How the new pattern of the Navy will shape is anybody's guess, but the Fleet Air Arm will, in any case, continue to play its vital part even after the next 10 years. Helicopter usefulness and development is ever-widening, especially in anti-submarine warfare.

The Polaris fleet, guided missile ships and the projected Type 82 destroyer, ingenious assault vessels, hovercraft experiments—all these add up to an exciting present as well as a taste of things to come.

But at the moment there are few certainties. The Navy Minister, Mr. J. P. W. Mallalieu, has said that "Britain leads the world in novel forms of marine design." The Royal Navy has special reason to dig into its problems, and prove the truth of that statement.

At the pinnacle of the pyramid, however, stands one word—integration. On its success lies the key to the future.



**AHOY!** New features in your 'Navy News' this month—families' page, submarine notes, cartoons by Miles, and a four-page 'special'—a supplement for the Scotland and Northern Ireland Command.

Drafty's article is of special interest, and other established features have been given a new presentation.

Regular orders should be placed to ensure your copy every month.



## SPENT 22 YEARS IN SUBS — 'A GOOD LIFE'

ASKED by 'Navy News' about his 22 years in submarines, Chief M(E) Daniel Gardiner-Rush, B.E.M., paused in his gardening to wear his broadest grin. "A good life," he said.

Conversation quickly made it evident that that ready smile and cheerful good humour helped to make the most of Service life—despite German bombs ashore, the shock of an underwater collision, and action in the Second World War, Korean War, and the 'confrontation' in Malaysia.

Chief M(E) Rush, who lives at 6, Passfield Walk, Havant, believes he is the first rating to reach 22 years in submarines from man's time to taking pension.

Born in Dumfries, he came of a fighting family, with one brother in the Navy, one lost in the Army in the early days of the war, and two others who survived their army service.

"I never wanted anything but the Navy," he said, "and volunteered in 1943 when I was 17."

### NEAR TWO BOMBS

After initial training at Skegness, he went to Portsmouth. Soon after his arrival, while he was going on duty in the Dockyard at midnight, Jerry dropped two bombs nearby.

That gave him a bit of a dusting, but no sooner was he at sea in H.M. submarine Turpin than she was rammed by the Sidon while both were submerging.

"It was a fright," he said, "but not half as bad as the fright when he came up again and saw the damage that had been done."

Chief M(E) Rush served in about two dozen submarines, and recalled that in 1946 he was aboard Tallyho when she came home at the end of the war.

"We were all set to go on Christmas and foreign service leave," he said, "but caught up instead in Operation Black Current. Because of the shortage of coal and the cutting of

power supplies, we had to lay alongside and help with the submarine generators."

Mrs. Rush was just as cheerful as her husband. "No regrets," she said. "We were married in 1947, and when the children came along—we have five—there was always plenty to occupy your mind."

### SEEKING A JOB

Now Chief M(E) Rush is looking for a job, and feeling glad he has his pension.

"It means I can take my time in finding a job in which happiness will mean more than the money. Scope is much wider with something behind you."

One last question from 'Navy News.' "Will your sons be joining the Navy?"

"I certainly wouldn't stop them," he replied.

## WIFE: "ALWAYS PLENTY TO DO"

All smiles—"and no regrets," says Mrs. Rush. The couple are pictured with son Clive.

## Sheba closure not this year

THERE is no intention of closing down the shore establishment H.M.S. Sheba at Aden this year, announces the Navy Department in denial of a statement published in the national Press.

The Navy spokesman said that as the Defence White Paper explained in February this year, it is the intention for the bases of all three Services in Aden to be run down by 1968.

Plans are being made as a result of the White Paper to close down H.M.S. Sheba by that date. It is true that some reductions at the base this summer are under consideration, but the whole establishment will certainly not be closed this year.

At present there are 160 officers and men at H.M.S. Sheba, and about 200 civilians.

## Minesweeper shelled

THE coastal minesweeper H.M.S. Puncheston (425 tons full load), was fired on by Indonesian shore-based guns on April 17 while she was in Singapore territorial waters.

The shells, about 100 of them, fell about 800 yards from the ship, and about the same distance from an unidentified merchant ship in the main channel of the Singapore Strait.

Puncheston did not return the fire. The Far East Command spokesman, giving this news, said that on the same day Indonesians fired on a Malaysian patrol boat in territorial waters.

The spokesman described the firing on Puncheston as a "most irresponsible and provocative action," adding that on April 15 an Indonesian gunboat stole an outboard motor from a Malaysian fishing boat.

H.M.S. Ark Royal, the 43,340-ton aircraft carrier is expected to enter Devonport Dockyard to begin a 2½-years reconstruction, later this year. It is expected that the work will cost about £20m., and when completed the ship will be able to operate the latest Buccaneer and the American Phantom aircraft.



# 'TELEPHONE DRAFTING' IS NO FIDDLE

ON my tours I am often challenged on the subject of 'telephone drafting.' Having listened to me patiently, a customer will rise and say that he has been very interested indeed, in all that I have had to say on the subject of impartiality and fairness in drafting but, and here comes the sting "if only you would cut the telephone lines between Haslemere and H.M.S. . . . it would be as fair as you say it is."

He then goes on to say that the Captain/Commander/First Lieutenant, you name who, only has to ring up and the books can be cooked easily.

Now then, what are the facts? Overseas Service first. When the draft is issued we have already had the opportunity of looking at several men at the top of the roster, and matching them against the several jobs going, and with a little luck we shall have managed to get a fair number of round pegs in round holes—that is meeting both preferences and ships' requirements.

Everything then goes splendidly until sickness, operational change in ships' programmes, welfare, and sudden new commitments play havoc with our well-laid plans.

The problems suddenly presented are compounded by the shortages in some branches, and further aggravated by the need to match specialist qualification and substantive rate.

Volunteers, when available, are always called up when possible, but mostly the normal pattern of drafting has to be adjusted, and the time factor is against us.

In the worst case, one man's sickness may cause another unfortunate to get a 'pier head jump' to meet an operational

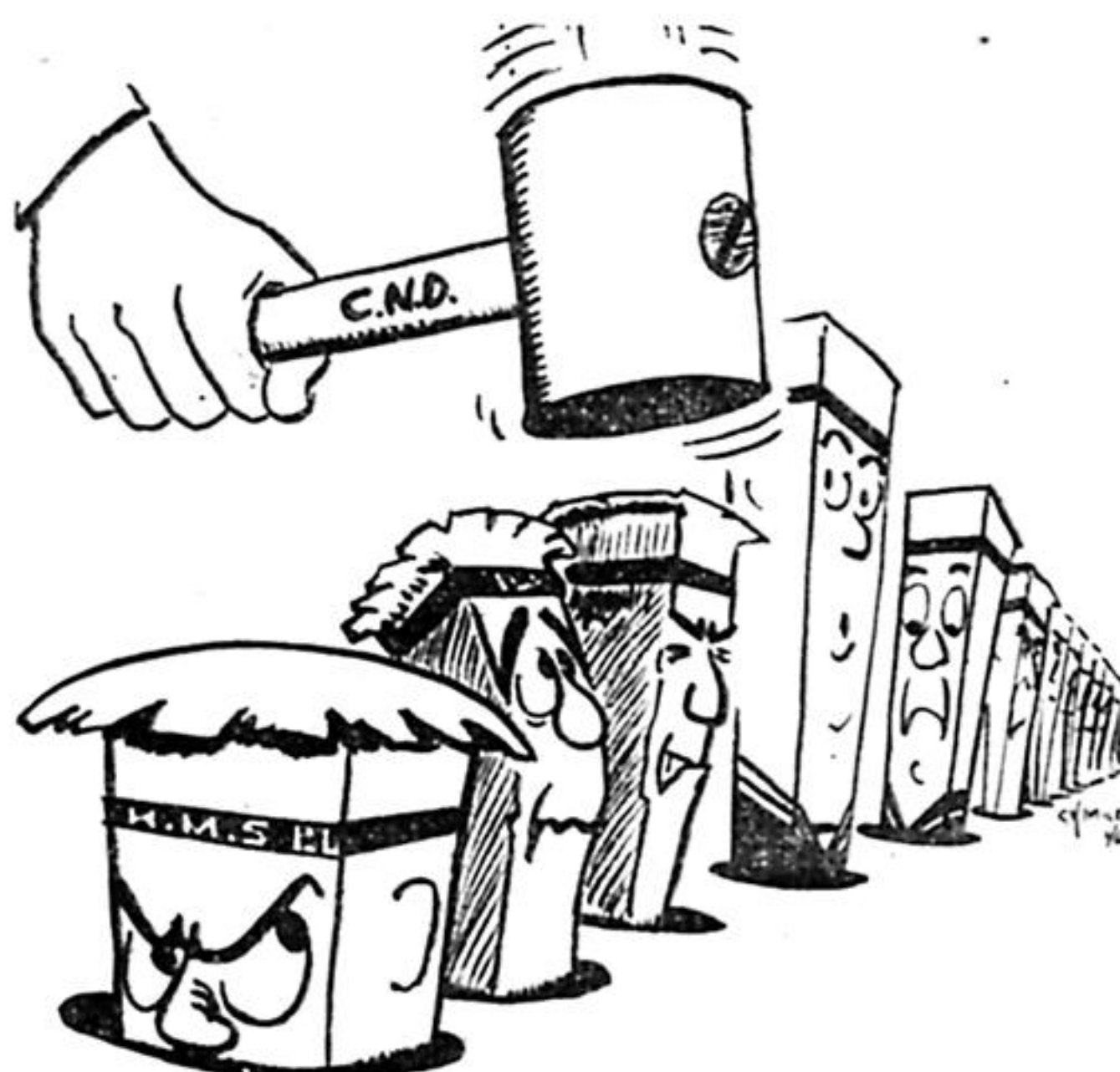
## DRAFTY'S CORNER

need, and in shortage branches the subsequent chain reaction may cause two or three other men to be affected.

It is now that 'Drafty' grabs the telephone to gather all the facts about the crisis and the men available to fill the gap, and this can only be very much in the interests of all concerned, although you may say this is all my eye and Betty Martin.

Now for U.K. based service, and here there is more flexibility. Not being possessed of an entirely rigid mind, I will certainly permit draft dates to be changed for valid reasons, e.g., to meet an important exercise commitment provided that it does not hurt anybody, and this is usually best fixed by telephone first.

Here it is clearly the commanding officer's responsibility to see that the interests of his men are protected before approaching me. Obviously only small changes are permitted, and the case put forward must be a good one.



Once again, the telephone plays a vital part, and once again isolated and incomplete glimpses of the transfer arrangements being made by the club manager and director may, from the player's point of view, smack of rigging the books.

Well, that's how it goes, and the allegation that ships' officers or specialist schools can ring up and persuade C.N.D. to do a fiddle is just not true, and if any such case were proved to me, some heads would roll. We just do not work this way.

Nor is it in any way true that the soft numbers are shared out among those in the know, or that men at sea lose out because they cannot get at the telephone.

I would personally be very sorry to cut out the use of the telephone in drafting, since its prime use is to make certain that no man suffers undue inconvenience or hardship.

In fact I would go further. I feel quite certain that in these days of growing complexity, the telephone ensures that in cases where normal drafting notice cannot be given, the man gets a fairer deal than would be possible without it.

Lastly, I have always disliked general and vague accusations, and very early in my Service life was taught a sharp lesson to avoid them like the plague. Before you criticise you should first make sure of your facts—when the position may look different.

Our aim is FAIRNESS.

## Drafting forecast

**GRENVILLE** (A/S Frigate) end May at Gibraltar. Towing crew from Gibraltar to U.K. (Portsmouth).  
**FIFF** (G.M. Destroyer), June 1 at Glasgow. General Service Commission (Phased). Home/Far East/ Home/ U.K. Base Port, Portsmouth.  
**KEDLESTON** (C.M.S.), June 3 at Aden. Towing crew to United Kingdom.  
**LINCOLN** (A/D Frigate), June 6 at Devonport. Port Service, L.R.P. complement.  
**CAPRICE** (Destroyer), June 7 at Chatham. General Service Commission (Phased). Home/Far East/ 29th Escort Squadron U.K. Base Port, Chatham.  
**PROTECTOR** (Ice Patrol Ship), June 13 at Portsmouth. General Service Commission, Home/South America and South Atlantic. U.K. Base Port, Portsmouth.  
**SIRIUS** (A/S Frigate), June 14 at Portsmouth. Home Sea Service/Foreign Service (Far East) from date of sailing 24th Escort Squadron (A).  
**SIRIUS FLIGHT**, June at Portland. Foreign Service Wasp.  
**WHILBY** (A/S Frigate), June 23 at Portsmouth. Home Sea Service. 20th Frigate Squadron U.K. Base Port, Portsmouth.  
**BARROSA** (A/D Conversion), June 30 at Devonport. General Service Commission (Phased). Home/Far East/ Home 26th Escort Squadron U.K. Base Port, Devonport (A).  
**YARNTON** (C.M.S.), July 1 at Chatham. Foreign Service (Middle East). 9th M.C.M. Squadron (E).  
**CHICHESTER** (A/D Frigate), July 9 at Singapore. Foreign Service (Phased). (Far East). 29th Escort Squadron (A).  
**LOCH FADA** (Frigate), July 16 at Singapore. Foreign Service (Phased). (Far East). 26th Escort Squadron (A).  
**ESKIMO** (G.P. Frigate), July 28 at Chatham. General Service Commission (Phased). Home/Middle East/ Home/W. Indies. 9th Frigate Squadron U.K. Base Port, Chatham (B).

**HARDY** (A/S Frigate), **GRAFTON** (A/S Frigate) and **RUSSELL** (A/S Frigate), July U.K. Cooks (S) replace Maltese, 20th Frigate Squadron.  
**CLARBESTON** (C.M.S.), July at Portsmouth. Home Sea Service, (S.A.R. Ships, R.N.A.S. Cudrore.) Brinton's crew transfers.  
**BRINTON** (C.M.S.), July at Devonport. Port Service, Rehit crew.  
**EURYALUS** (A/S Frigate), August 18 at Devonport. General Service Commission (Phased). Home/Far East/ Home/ Med. Captain's Command. U.K. Base Port, Devonport (C).  
**PLYMOUTH** (A/S Frigate), August 22 at Chatham. Port Service. Special refit Dockyard contr.  
**CAMBRIAN** (Destroyer), August 25 at Portsmouth. General Service Commission (Phased). Home/Far East/ Home/ Med. 29th Escort Squadron U.K. Base Port, Portsmouth (C).  
**PUNCESTON** (C.S.M.), August at Singapore. Foreign Service (Middle East). 9th M.C.M. Squadron (S.O.) (E).  
**GURKHA** (G.P. Frigate), September 1 at Rosyth. General Service Commission (Phased). Home/Middle East/ Home, 9th Frigate Squadron U.K. Base Port, Rosyth (B).  
**MINERVA FLIGHT**, September at Portland. General Service Commission Wasp.  
**CAVALIER** (Destroyer), Mid-September at Gibraltar. General Service Commission Home/Far East/ Home, U.K. Base port, Devonport.  
**GALATEA** (A/S Frigate), September 29 at Portsmouth. General Service Commission (Phased). Home/Far East/ Home/South America and South Atlantic. Capt. (D). 27th Escort Squadron U.K. Base Port, Portsmouth.  
**CHILCOMPTON** (C.M.S.), September (Tentative date) at Gibraltar. Home Sea Service Trials crew at Gibraltar and Seaming crew to Aden. (Vice Kildarton).  
**DARING** (Destroyer), September at Devonport. Port Service. Trials crew. (Commissions November) U.K. Base Port, Devonport.  
**UNDAUNTED** (A/S Frigate), September 29 at Chatham. Port Service. Trials crew. Commissions November 24 2nd Frigate Squadron U.K. Base Port, Chatham.  
**ALBION** (Commando Ship), September 27 onwards at Portsmouth. Home Sea Service/Foreign Service from date of sailing U.K. Base Port, Portsmouth (C).  
**BEACHAMPTON** (C.M.S.), October 1 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron (E).  
**CRAYSFORD** (Destroyer), October 6 at Devonport. General Service Commission (Phased). Home/Far East/ Home/ W. Indies. 27th Escort Squadron U.K. Base Port, Devonport.  
**TROUBRIDGE** (A/S Frigate), October 6 at Chatham. General Service Commission (Phased). Home/ Med./ Home/ Far East, 27th Escort Squadron U.K. Base Port, Chatham (C).  
**AGINCOURT** (Destroyer), October 6 at Portsmouth. General Service Commission (Phased). Home/Far East/ Home/ Med. 27th Escort Squadron U.K. Base Port, Portsmouth (C).  
**BURNASTON** (C.M.S.), October 10 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron (E).

## Advancements to 'chief'

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Acting Chief Engineer Artificer  
M 945644 J. E. M. Davies, MX 897422 B. F. Downe MX 801423 W. Enright, MX 818802 L. D. Pratt, M 928834 W. T. Prout, MX 902387 A. R. Walker.  
To Chief Air Fitter (AE)  
L/FX 838283 L. A. Young, L/FX 851205 D. H. J. Malone, L/FX 816929 J. F. Lidsone, L/FX 788778 G. Hardwick, L/FX 838282 L. B. Downey.  
To Acting Chief Electrical Artificer (Air)  
L/FX 670175 B. J. H. Dew

To Acting Chief Mechanician  
KX 801543 J. Bell

To Chief Engineering Mechanician  
KX 907236 E. Paron, KX 861666 F. J. Gerrard KX 847185 J. R. Redman.

To Acting Chief Ordnance Artificer  
MX 913806 M. D. Wells, MX 888548 P. N. Bray, MX 887938 R. J. Brown, MX 913865 D. Canham, MX 887787 S. E. C. Pearce, M 933720 D. G. Smith, MX 888880 J. R. Turner, M 933746 D. J. Vingo.

To Acting Chief Electrical Artificer  
MX 913906 L. Fuller, MX 857588 W. R. Sheward, MX 102289 J. J. Webb.

To Chief Electrician  
MX 818019 M. W. C. Sagrott.

To Chief Radio Electrician  
MX 893923 A. T. Stanton, MX 908032 P. M. Adams.

To Chief Radio Supervisor  
JX 712821 L. A. Combes, JX 889931 P. S. Snape, JX 839928 F. W. Airbuckle, JX 856833 G. M. J. Banwell.

To Chief Communication Yeoman  
JX 865394 A. C. Chambers, JX 795848 G. A. Jackson

To Chief Petty Officer Medical Assistant  
MX 817095 P. Roberts, MX 772051 J. Weedon, MX 896401 F. M. Bamshaw, MX 909669 F. R. A. Carne, MX 858092 P. J. Davey, MX 913411 S. Redford, MX 900297 R. C. Joice.

To Chief Petty Officer  
JX 149850 J. Robertson, JX 661327 R. White, JX 760474 I. G. F. Smith, JX 778066 D. McSweeney, JX 836903 G. Dann, JX 880778 D. Wilson.

To Chief Sailmaker  
JX 381437 F. S. Everest.

To Chief Petty Officer Cook (O)  
MX 845234 E. R. Smith.

To Chief Petty Officer Writer  
MX 771391 V. H. Thomas, MX 819771 T. D. Jones MX 883918 R. Silk.

To Chief Petty Officer Stores Accountant (V)  
MX 880407 D. Parry, MX 885974 J. H. Bowman, MX 646419 D. A. Mancer, MX 887140 W. A. Hall, MX 845128 R. Stevens.

To Chief Petty Officer Stores Accountant (S)  
MX 860219 V. Woodcock, MX 760180 G. B. Cousins, MX 832605 R. B. Hone.

To Chief Petty Officer Cook (S)  
MX 749272 J. E. Pendleton.

## Re-engagement Grants to be increased

As from March 22, the following categories of ratings who re-engage from a first engagement to complete time for pension will be eligible to receive grants of £750 instead of £375:

Chief Engine Room Artificers; Engine Room Artificers, First Class; Engine Room Artificers, Second Class; Chief Mechanicians, Mechanicians, First Class; Mechanicians, Second Class; Mechanicians, Third Class.

The Admiralty Board has also stated that Act./L.E.Ms. and Act./L.R.E.Ms., who have passed their provisional examination and qualifying course, are eligible for re-engagement grants, but not those who have passed only the provisional examination.

## EXCHANGE OF SHIPS

THE following rating is anxious to exchange ships. Anyone interested should write to the applicant direct. In accordance with Defence Council Instruction 1151/65 requests to transfer must be submitted to the respective commanding officers in the normal Service manner.  
L.S.A. (V) P. Dunne, R.N. Barracks, Portsmouth. Will exchange with rating serving in Devonport.



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4. You can part exchange your present vehicle and still join. We will settle any H.P. outstanding if required.
5. Monthly Stock List will be sent to you—Home or Abroad. The car you require is ready on your return home to drive away. Immediate insurance facilities.
6. Open an account to meet your requirements, and remember, 10% extra on all cash saved, will be allowed towards the purchase price of any new or used car.
7. 5% Discount on all new car prices for Club Members ONLY.
8. Our representative visits Naval Establishments in the Portsmouth area. Telephone and we will call by appointment.
9. MOST IMPORTANT—Drafting worries are completely eliminated and financial loss is reduced.
10. House purchase can be arranged for Club members using Admiralty scheme for deposit, up to 100% of purchase price.
11. Membership is open to Leading Seamen and above.
12. There is NO membership fee.

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# When Narvik's bow doors burst open in the Bay

## Letters to the Editor

### Guns query

I AM seeking information about the 18-inch guns from H.M.S. Furious, which were placed on the monitors Lord Clive and General Wolfe in 1917. The guns were then taken to Singapore—

To be used as artillery? Where, Blakang Mati? And what happened to them after the war?

At the moment I am writing a thesis on the Fleet Air Arm, and, as you know, Furious was the first carrier, and as I believe that her guns were taken to Singapore for the defence of the Citadel, I am trying to find out if they were the 'heavy pieces' at Mount Siloso, Blakang Mati, or elsewhere on Singapore Island.

P.O. El (Air) B. Surtees.  
H.M.S. Fulmar,  
Lossiemouth.

### Which plane?

A POSTCARD reached us a few days ago, apparently one of a huge collection made by the father of our correspondent. She uses them for casual communications.

The fact that the inscription reads: 'The naval seaplane off Brighton,' strikes me as interesting.

It may be possible to identify the date and the type—if not the pilot.

A. H. Smith.

Glen Doone,  
Church Road,  
Whyteleafe,  
Surrey.

The picture is unsuitable for reproduction, but shows a bi-plane, with a 'pusher' propeller behind the engine. The aircraft is easily distinguishable by the white 'zebra' markings on the wings.—Editor.

READING the April issue of 'Navy News,' and the article 'Narvik—the Faslane Hilton,' took my mind back a few years to the latter part of 1948.

At the time I was serving as a stoker mechanic aboard another L.S.D.T., H.M.S. Ben Lomond, and both L.S.T.s were detailed for a rather secretive mission.

About half-way across the Bay, bound for Antigua in the Leeward Islands, during high winds and stormy seas, we saw to our amazement the bow doors of Narvik swing open.

Narvik was carrying five L.C.T.s across her decks, and this must have made her very top heavy. She was certainly taking more punishment than we were.

Shortly afterwards, Narvik started to go astern, to stay the force of water against the ramp. Ben Lomond circled, laying oil on the water, and in the evening a merchant ship also stood by.

The following day, Narvik's doors were secured by cables, and she was able to go slow ahead.

After emergency repairs at Gibraltar we were off again, and stayed five months in Antigua, carrying out our mission successfully.

I read of how Narvik had taken part in the Monte Bello operation, but thought that her life span must have come to an end long ago. It is good to know that, even after all this time, she is still doing a job of importance.

S. D. Robinson  
(ex Ldg. Sto. Mech.)

16 Cliff Street,  
Frodingham,  
Scunthorpe.

### Army praise

'NAVY News' is a splendid paper, but I would like to suggest that the 'Ships of the Royal Navy' feature should include some of the older and smaller vessels in service.

Usually the photographs are of warships of frigate type and above, but what about such ships as Reclaim, Plover,

## PICTURES OF CENTAUR

IN my possession (rescued from some salvage) I have a photo album showing a complete set of pictures covering the cruise of H.M.S. Centaur to the East—July, 1954 to June, 1955.

There are some marvellous pictures, and the album would no doubt be of great sentimental value to somebody. If anyone interested cares to write, I will be pleased to forward the album to them.

S. R. Thursby.

3, Keats Road,  
Wellingborough,  
Northants.

Gossamer, Gay Charger, Barfoam, ML 2840, Medusa, and Shalford.

O/Cdt. J. R. A. Ward.  
Royal Military Academy,  
Sandhurst.

Thank you for the suggestion. The point will be borne in mind.—Editor.

### Postal delay

THIS month's 'Navy News' has not yet arrived (April 9). No doubt there is some simple explanation, but please send it soon.

'Navy News' is a splendid paper.

J. L. P. Thomas.

3 Freshfield Avenue,  
Atherton,  
Manchester.

'Navy News' appeared as usual on the first Thursday of the month (April 7) but the Easter holidays followed, and this caused some postal delay. Several other similar letters have been received, and it is regretted that readers should have had to wait for their copies.—Editor.

### From an 'exile'

PARAPARAUMI branch of the Ex-Navalmen's Association in New Zealand have just heard about your 'Navy News,' and would very much like to have it sent out to us over here.

A. J. Pope.  
(Ex-L.S.B.A., Haslar).

217 Matia Road,  
Raumati Beach.  
Many other 'exiles' are also unaware of 'Navy News.' Readers with old naval friends overseas could not send a more welcome gift than a year's subscription. It costs only 11s.—Editor.

## H.M.S. NAIAD

No. 126



THE present general purpose Leander-class frigate H.M.S. Naiad is the fourth ship of the Royal Navy to bear the name. The first Naiad was a 5th rate which took part in the Battle of Trafalgar.

The third Naiad, a cruiser of 1939, was torpedoed in 1942, and in her short life she gained battle honours at Crete (1941), Mediterranean (1941) and Malta Convoys (1942).

Five officers (at least) who served in the cruiser reached high rank, including Admiral of the Fleet Sir Philip Vian and Admiral Sir Guy Grantham.

The frigate Naiad is commanded by Cdr. J. M. H. Cox, R.N. (to be succeeded by Capt. Sir Peter Anson, Bart, R.N., in June next), was built by Yarrow & Co., at Scotstoun, being laid down in October 1962, launched in November, 1963, and completed in March, 1965.

Displacement is 2,800 tons (full load). She is 372 feet in length (o.a.), and beam is 41 feet.

Armament is two 4.5-inch (twin turret) forward, two 40 mm. Bofors AA, a quadruple launcher for Seacat guided missiles and one Limbo three-barrelled depth charge mortar.

The ship carried a Wasp helicopter armed with homing torpedoes.

Complement is about 250 officers and men.

H.M.S. Naiad is shortly to take over as leader of the 20th Frigate Squadron operating from Londonderry. Her ship's company is hoping that she will be at Liverpool during the World Cup football series and also guardship at Cowes during Cowes week. A trip to the South of France is also possible.

## Planning fleet of future

"The Navy has a big part to play in the world for as many years as one can foresee," Vice-Admiral C. P. G. Walker (Chief Naval Engineer Officer) told an apprentices' prize-giving at H.M.S. Collingwood, Fareham, on April 20.

Referring to the Defence White Paper he said: "There has been all sorts of nonsense talked. We know perfectly well where we are going for the next eight or nine years until the mid-70's, when the carriers are phased out."

"There is a tremendous amount of thought going into the future Fleet now. Two sub-committees have been set up by the First Sea Lord to examine what sort of ships are needed in the future, and what sort of equipment they will be fitted with."

## POSTCARDS

BECAUSE of the ever-increasing costs, it has become necessary to charge 4d. to cover the cost of postage and part cost of production, of postcards supplied upon receipt of the coupon on this page.

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Parade will leave The Hoe via Elliot St., Atheneum St., Union St., Stonehouse Bridge, Kings Rd., Fore St., to the Brickfields  
Prizes will be presented by Admiral Sir Fredrick Parham, G.B.E., K.C.B., D.S.O., President of the R.N.A.

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Followed by Beating the Retreat by the Royal Marine Band

SUNDAY, 26th **R.N.A. AREA RALLY**

ST. ALBYN CHURCH, CHAPEL ST., DEVONPORT  
Dedication of New Plymouth Standard  
and Address by the Rev. J. G. Byrnell Rural Dean of Plymouth  
Parade fall in 10 a.m. inspection and march past in Raglan Barracks, Devonport

Salute taken by C.-n-C. Plymouth, Vice-Admiral Sir FitzRoy Talbot, K.B.E., C.B., D.S.O., and Admiral Sir Fredrick Parham, C.B.E., K.C.B., D.S.O., President R.N.A.

### Application Forms

Application forms for entrants to Carnival and Sports can be obtained at the R.N.A. Club, No. 1 House, Raglan Barracks, or Mr. J. F. May, 10 Wyndham Square, North Road, Plymouth

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David Henry Caton. Naval Air Mechanic, 1st Class. L.F. 945065. H.M.S. Heron. Died March 18, 1966.

William Frederick Cullum. Petty Officer, Stores Accountant. P/M. 950922. H.M.S. Devonshire. Died March 18, 1966.

Lieutenant James Forsyth Patrick Royal Navy. H.M.S. Ark Royal. Died March 22, 1966.

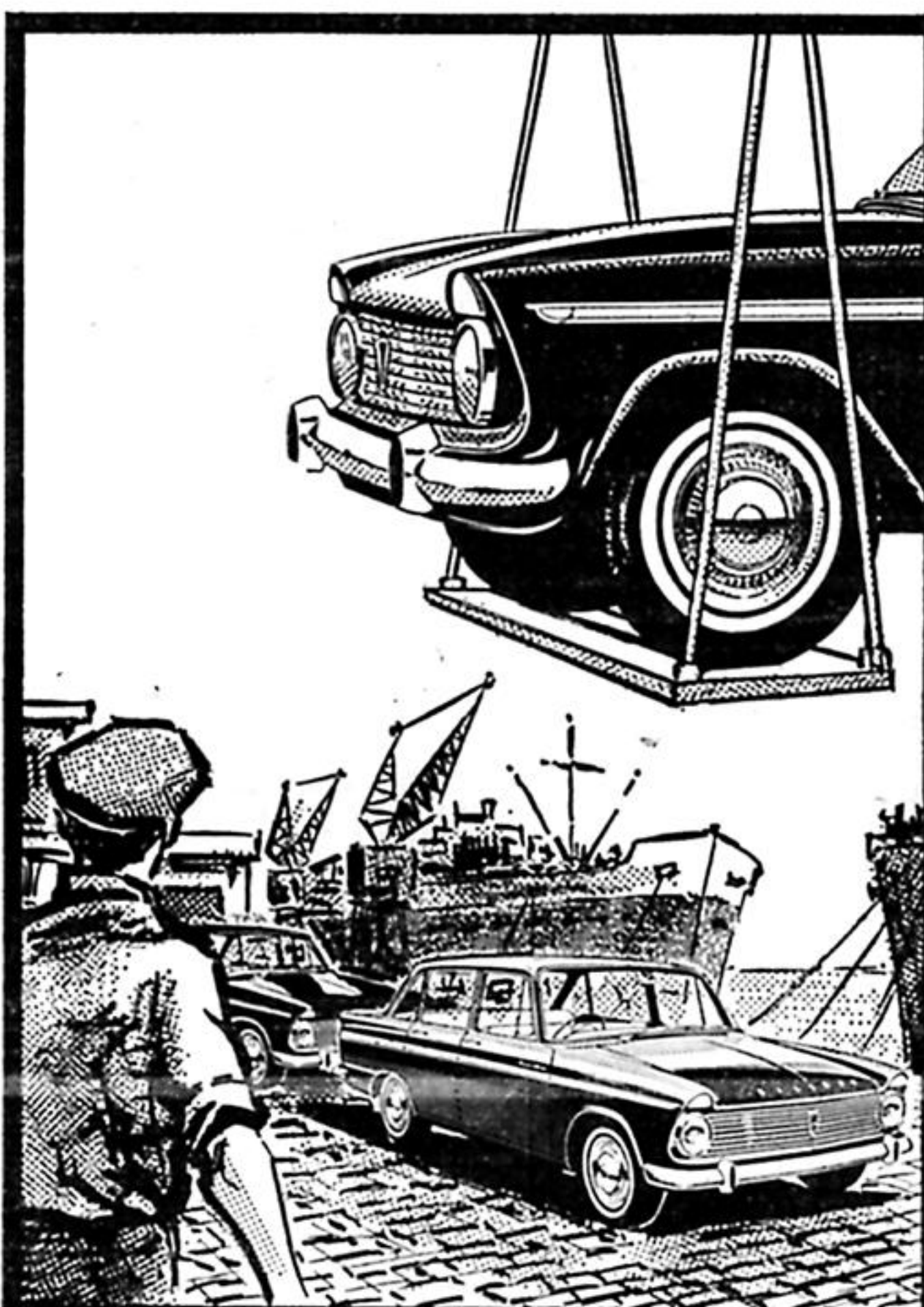
Lieutenant Colin Lightfoot. Royal Navy. H.M.S. Ark Royal. Died March 22, 1966.

Sub. Lieutenant Christopher David Charles Cuncell. Royal Navy. H.M.S. Fulmar. Died March 28, 1966.

William Ernest Parker. Ordnance Artificer 1/c. P/MX. 924817. H.M.S. Devonshire. Died March 29, 1966.

Vice-Admiral Sir Isaac William Trant Beloe, K.B.E., C.B., D.S.C. N.A.T.O. Died April 3, 1966.

Helen Margaret Rusk. Petty Officer. Wren. 114818. R.N. Barracks. Eastney. Died April 5, 1966.



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## Families' Page

### Home for all is Navy aim

THE Navy's accommodation aim was explained by the Commander-in-Chief, Portsmouth (Admiral Sir Frank Hopkins) when speaking as guest at the annual dinner of Portsmouth Centre of the Building Societies Institute.

"We have quite a major housing problem," he said. "It is our aim to provide homes for all our men when they need them, so that they can go from appointment to appointment and have a home immediately available."

"In the Portsmouth area we are doing rather well, and building a great many homes for sailors."

But, Admiral Hopkins pointed out, there were still a great many who preferred to own their own homes while still in the Service, by providing against the day when they left the Service.

Lieut. P. J. McCoy, R.N., an ex-upper yardman, has been appointed to command the minesweeper H.M.S. Wiston.

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## Triplets' mum: "Navy very good"

MAKING splendid progress at their home in Albermarle Avenue, Gosport, are the triplets born to 28-year-old Margaret, wife of Leading Seaman Reginald Howard Barrow, serving in H.M.S. Bellerophon.

Margaret, slim and pretty, is still managing to be cheerful after nearly four months of tending the surprise addition to the family. She already had Ricky, still not quite three when the triplets arrived.

When a 'Navy News' representative called on the family, Margaret had just finished a feed, and the children were sleeping peacefully in their prams (one twin and a single).

"I only had three days' warning that the baby I was expecting was going to be three," she said. "It put us in a panic."

Then her husband took up the story. "I was granted two weeks' compassionate leave, and later my duties were changed so that I was able to be home every night. I already had six months' drafting clearance, and this was extended to the end of my time, in March next year."

Lt. Barrow said he was given £5 out of the welfare fund of his ship (it is in the Reserve Ships Division, Portsmouth).

He was worried about holding on to his car, but has managed to do so.

"Without it we would never get anywhere," they both chorused. "Even then, it is such a job getting four children ready, we feel worn out before we start."

Margaret said that many people had been most kind, sending gifts of clothes. A baby-food firm offered to provide all the feed—a tremendous help.



## MORTGAGE HELP TO GET HOME

She had one disappointment. "In the last two years I have been in five different homes," she said. "This present one is a naval hiring."

"When the triplets came, I asked for a married quarter at Rowner so that I could be near my sister, who would have been able to pop in and give me a hand. This did not prove possible."

"Fortunately Reg has been marvellous. I couldn't have got through without his help."

"The Navy were most sympathetic about his leave and duties, and he has done everything he could for me."

"I do think, though, that mothers of triplets should be granted some daily help, especially at meal-times. Three babies at a time is all very wonderful, but it is a shock, and a tremendous burden in work."

But Margaret's cheerfulness bubbled out on top again. "We have the worst ever now," she said. "I took the babies to the

clinic, and they told me they were perfect. I was very proud."

The weights at birth were Susan, 3 lb. 9 oz.; Wendy, 5 lb. 3 oz.; and Karen, 4 lb. 9 oz. The respective weights now are 9 lb. (Susan), and 11 lb. (Wendy and Karen).

And what of the future? Reg said he was going to re-engage, and by taking advantage of the Navy mortgage privileges get a permanent home together.

"I have never thought much about security before," said Margaret, "but a family like mine makes you feel suddenly much more responsible."

"I must admit that I did not want Reg to re-engage until this happened, and I don't like separation any more than anyone else, but pay in civilian employment is much poorer than his Navy pay, and with the mortgage help as well, re-engagement seems the best course to take."

"You can't have everything, can you?"

Pictured at their home, 45, Albermarle Avenue, Gosport, are Leading Seaman Reginald Barrow and his wife Margaret. With them are their son Ricky (3) and the triplets (left to right) Karen, Wendy, and Susan.

One of the babies began to whimper, and Margaret was up in a second to rock the pram—the instant reaction from days and nights of constant attention to her family.

## Problems?

EVERYBODY nowadays has problems, and often the biggest problem is knowing where to seek advice or help.

Naval wives who find themselves in difficulty, and are either unaware of the sources to contact, or who feel reticent about an official approach, are invited to write to the Editor of 'Navy News'.

Names and addresses must be included as evidence of good faith, but will be treated in the strictest confidence.

The address is 'Navy News,' R.N. Barracks, Portsmouth.

## Don't be a meanie with the money

A BANK manager has come out as champion of naval wives, and it happened because he was asked about financial difficulties.

"Did he think that easy hire-purchase was the cause of their downfall?"—Not a bit of it!

"I am not saying that some wives are not persuaded into bigger commitments than their housekeeping warrants," he explained, "but they are the unusual cases."

"The usual cases arise simply because husbands do not appreciate what it costs to feed and clothe a family today."

"Wives have the right to expect such normal modern appliances as washing machines, fridges, and so on. These entail some commitment in hire purchase."

### FACTS OF LIFE

"But when they get into a hole with the housekeeping, their plight could often be avoided if the husbands realised some of the facts of life—cost of living facts."

"As a race naval husbands are pretty good. In fact some turn in just about every penny."

"Perhaps the odd ones who

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Ministry of Defence, Foxhill, Bath, Somerset

## Seafront hotel—for 15s. per day

ONCE a luxury seafront holiday establishment at Southsea, the former Pier Hotel is now providing a welcome for naval families.

The hotel, which is being administered by the Royal Sailors' Rest, 31 Western Parade, Southsea, has 65 double bedrooms. Parents and children can occupy adjoining rooms, and there are imposing lounges, a laundry, ironing rooms, playroom and all mod. cons.

As Admiral Sir Desmond Dreyer, Second Sea Lord, said in thanking the Royal Sailors' Rest for the 'brave new concept'— "naval families will find good friendship, accommodation, and comfort."

Transit accommodation in a seaside resort is always especially difficult to obtain, and even when acquired can suddenly be terminated if holiday-makers come on the scene.

### HEADACHES OVER

Hitherto, some provision has been made at the Royal Sailors' Home Club in Queen Street, but there was insufficient to prevent a good many 'headaches' among naval families seeking a temporary roof over their heads.

Now the Pier Hotel has transformed the situation—but more is needed than merely a welcome. As well as support in the number of residents, gifts from Command and unit welfare funds will enable prices to be kept to a minimum.

Inquiries to the Superintendent, Weston Naval Families' Hotel, Bellevue Terrace, Southsea, Hants, should give details of family (including sex and age of children), date from which accommodation is required, and probable length of stay.

Charges are: full board for husband and wife, 15s. per day each, children, 13 to 16, 10s. per day; 6 to 12, 7s. 6d. per day; 1 to 5, 5s. per day; and under 1 year, 1s. 6d. per day.

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# HAIDA PRESERVED AS MUSEUM AND MONUMENT

IN Toronto Harbour, a retired warship, the Tribal class destroyer Haida, has been established as a museum and as a historic monument to the 100,000 Canadians who served in the Canadian naval forces during the Second World War.

H.M.C.S. Haida was commissioned at a British yard in 1943, and returned to Canada in the later part of 1945.

She ranged in the war from dangerous convoy runs to North Russia and to the Bay of Biscay, was part of the force which decoyed the Scharnhorst from hiding, and was in the thick of English Channel fighting before, during, and after the Normandy invasion.

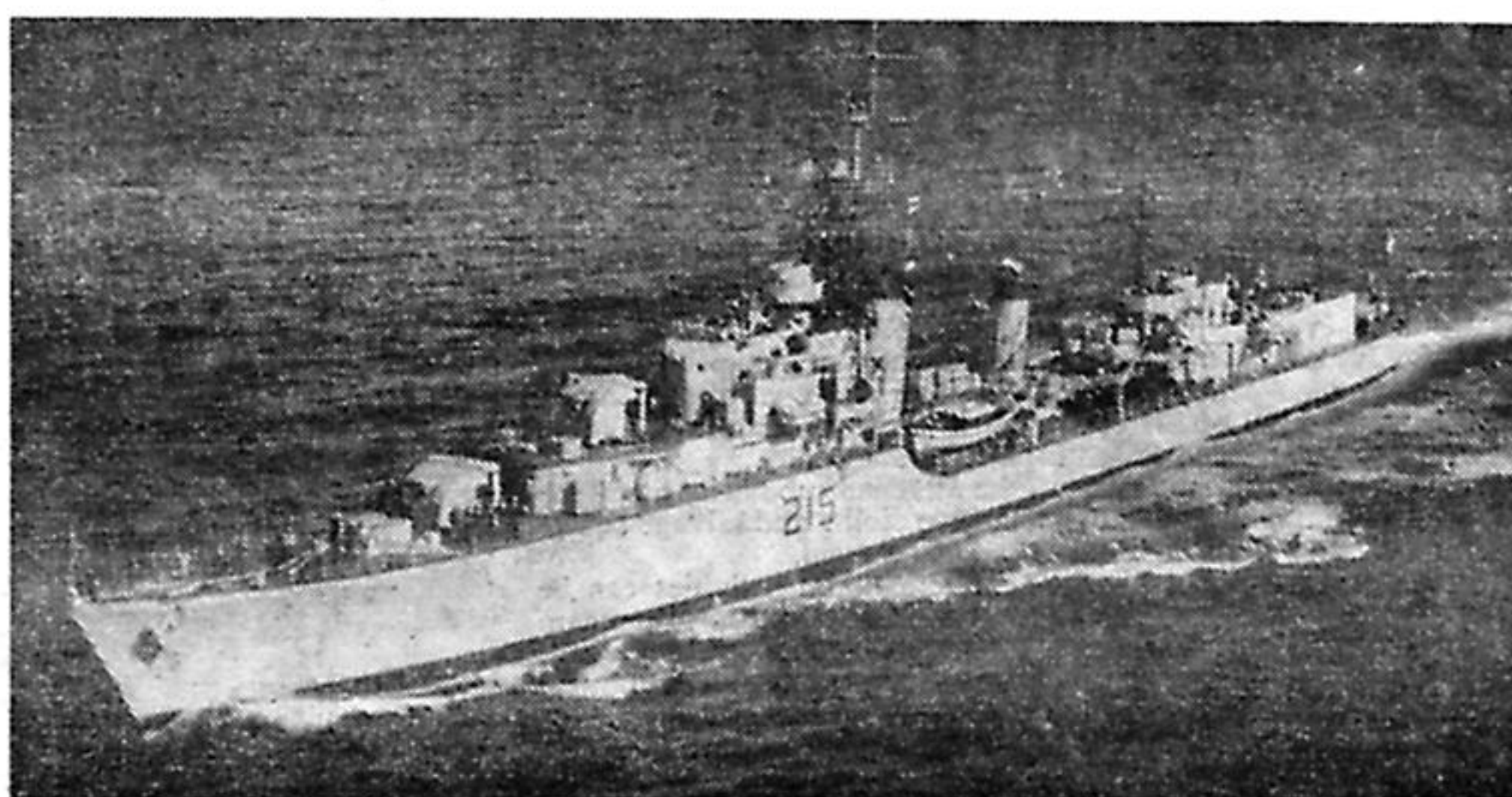
Haida did not rest long on return to Halifax in 1945. In two years she sailed to the Korean

war theatre for two tours of duty, and eventually paid off for disposal in 1963.

Public-spirited Toronto businessmen got together and formed 'Haida Inc.' dedicated to preserve her as a museum on the waterfront.

This is the first time a Canadian warship has been rescued from the scrap heap for such a purpose, although ships' bells, guns and other such souvenirs are displayed in a number of Canadian communities closely associated with the warships which carried their names to sea.

The captain of Haida became the R.C.N.'s most decorated officer, and rose to the rank of vice-admiral, and Chief of the Naval Staff (the top R.C.N. officer) in later years. He is Vice-Admiral Harry DeWolf, whose decorations include the C.B.E., D.S.O., D.S.C. and foreign awards.



Haida in the Mediterranean in 1958 during a N.A.T.O. exercise

## LIVE SHELL IN LORRY

WHEN a lorry deposited its load of gravel, which had been dredged from Langstone Harbour, at a site where workmen were laying the Hayling Island main drainage scheme in Havant Road, an unexploded shell was revealed.

The Bomb and Mine Disposal Unit from H.M.S. Vernon examined the shell and then removed it for explosion at a later date.

## TOOK COMMAND OF FRIGATE FOR DAY

IT is remarkable what men will do for money—and when the men are Navy men and the money is for a good cause—they will go to extraordinary lengths in their pursuit of it.

The good cause in H.M.S. Nubian to raise £250 for the purchase and training of a dog for the blind, and this the 16 officers and 273 ratings did during the foreign 'leg' of a commission which ended at Portsmouth on April 12.

To help raise the money a raffle was organised, the prize-winner to be captain of the ship for a day.

R.E.M. Victor Pyatt (24), of Biddle Road, New Park Estate, Leicester, bought two tickets and, to use his own words, had the 'terrifying' experience of commanding H.M.S. Nubian from just after breakfast until 10 p.m. one day last November.

The frigate was steaming off the coast of India and, wearing his commanding officer's cap, and one of his tropical shirts, he inspected all the messes.

He lunched in the captain's cabin with two rating guests and in the evening he and his two friends dined in style, again in the captain's cabin, dinner being served by fellow ratings.

During the afternoon R.E.M.

Pyatt spent some time on the bridge, but the rules of the exchange did not permit him to alter course or give navigational orders.

### 'TOT' WAITING

The commanding officer, Capt. E. Brown, R.N., had his midday meal on the mess deck, dressed as an ordinary seaman, being greeted by "Come on in Taff, your tot is waiting."

Capt. Brown had to line up for his meal with a tray, and was delighted at the standard of the food. There was no chance of a special meal being prepared, for the cooks did not know on what day the exchange was to take place.

Final comments: "At first I was terrified, but after a while I began to enjoy it. My mates took the rise out of me, but they, and the officers, called me 'Sir' and accorded the respect they gave the skipper," said R.E.M. Pyatt.

Capt. Brown remarked "I think we both learnt a lot and enjoyed it. It was certainly good for the ship's morale."

## Tiger greeted by snow after 'sunshine cruise'

AFTER an eight-week 'sunshine cruise' H.M.S. Tiger (Capt. G. J. Kirby, R.N.), the 11,700 tons (full load) cruiser, entered Portsmouth harbour amid the freak snowstorm which swept the southern counties on April 14.

Families and friends were there to greet them, happy at seeing their menfolk again, but unhappy, too, about the weather.

New hair-do's were ruined, and welcoming wives had to wear mackintoshes, snow boots, and heavy winter coats instead of new spring outfits. The homecoming sailors, too, were wearing arctic-type clothing.

The two-month cruise had been a busy one, for, wearing the flag of Vice-Admiral J. O. C. Hayes, Flag Officer, Second-in-Command, Home Fleet, the ship had visited Bermuda, San Juan, Puerto Rico, Key West and the Bahamas.

Admiral Hayes was making a farewell trip, for he is shortly taking over as Flag Officer, Scotland and Northern Ireland. He is being relieved by Rear-Admiral M. P. Pollock.

On the journey home the ship met Force 8 gales. After leaving the Azores the cruiser escorted the Arkangel Michael, a merchant ship which was in trouble, back to the Azores, and then carried on her homeward journey.

Three mechanical engineers, Barry Pickles of Burnley, James Slaughter of Farnham, and Aland Gallard of Londonderry will remember the trip with more than usual pleasure.

They were taken to a casino in Freeport, Grand Bahamas each given £30 by an American millionaire, and told to enjoy themselves.

M. E. Pickles said that the three of them thumbed a lift from a passing millionaire. He took them to a hotel, bought them drinks, and then handed over the money from a great wad of notes.



The sailors played roulette, black jack, and other games and each made a profit—about £20 each—and gave back the stakes to their benefactor.

Three other seamen were also given a night at the same casino by the same man.

C.P.O.M.(E) 'Bill' Ashton and C.E.R.A. 'Ken' Plunkett, entertained 'locals' in clubs wherever the ship went. 'Bill' plays a concertina and Ken the guitar.

In Key West they were stopped by children in the street and asked to sit on a doorstep and entertain them with Beatle songs.

H.M.S. Tiger, the 'press-button' conventional cruiser, is a sister ship of the Blake now in Portsmouth and Lion, at Plymouth, both being converted to helicopter carriers.

Tiger is also scheduled to be converted at a later date.

## JUTLAND

TO commemorate the 50th anniversary of the Battle of Jutland, the Admiralty Board intends to hold a service in the church of St. Martin-in-the-Fields, at noon on May 31.

Wreaths on behalf of the Admiralty Board will be placed at the busts of Earl Jellicoe and Earl Beatty.

The wreath-laying will be informal and, after the official wreaths have been laid there will be an opportunity for others to do so.

## '14 War 'Sea Devil' dies

COUNT Felix von Luckner, who died last month, aged 84, was nick-named the 'Sea Devil' for his exploits against Allied ships in the First World War.

He sank 14 ships but claimed that not a single life was lost as a result of his escapades—a claim which has never been disputed.

His vessel was an American-owned sailing ship which was converted into an auxiliary schooner, fitted with concealed guns and renamed the Seeadler.

By keeping his prisoners on board the schooner, he managed to conceal knowledge of his existence, but once he had landed his first batch of prisoners the hunt was on.

After sailing 30,000 miles in 224 days, the Seeadler was wrecked on Mopelir Island by a tidal wave.

Von Luckner then made a 2,300-mile journey in a life-boat, searching for a small vessel, but was captured and imprisoned in New Zealand.

He escaped and seized a trading schooner, but was caught by an Australian cruiser, spending the rest of the war in imprisonment.

Count van Luckner did not serve in the Second World War.

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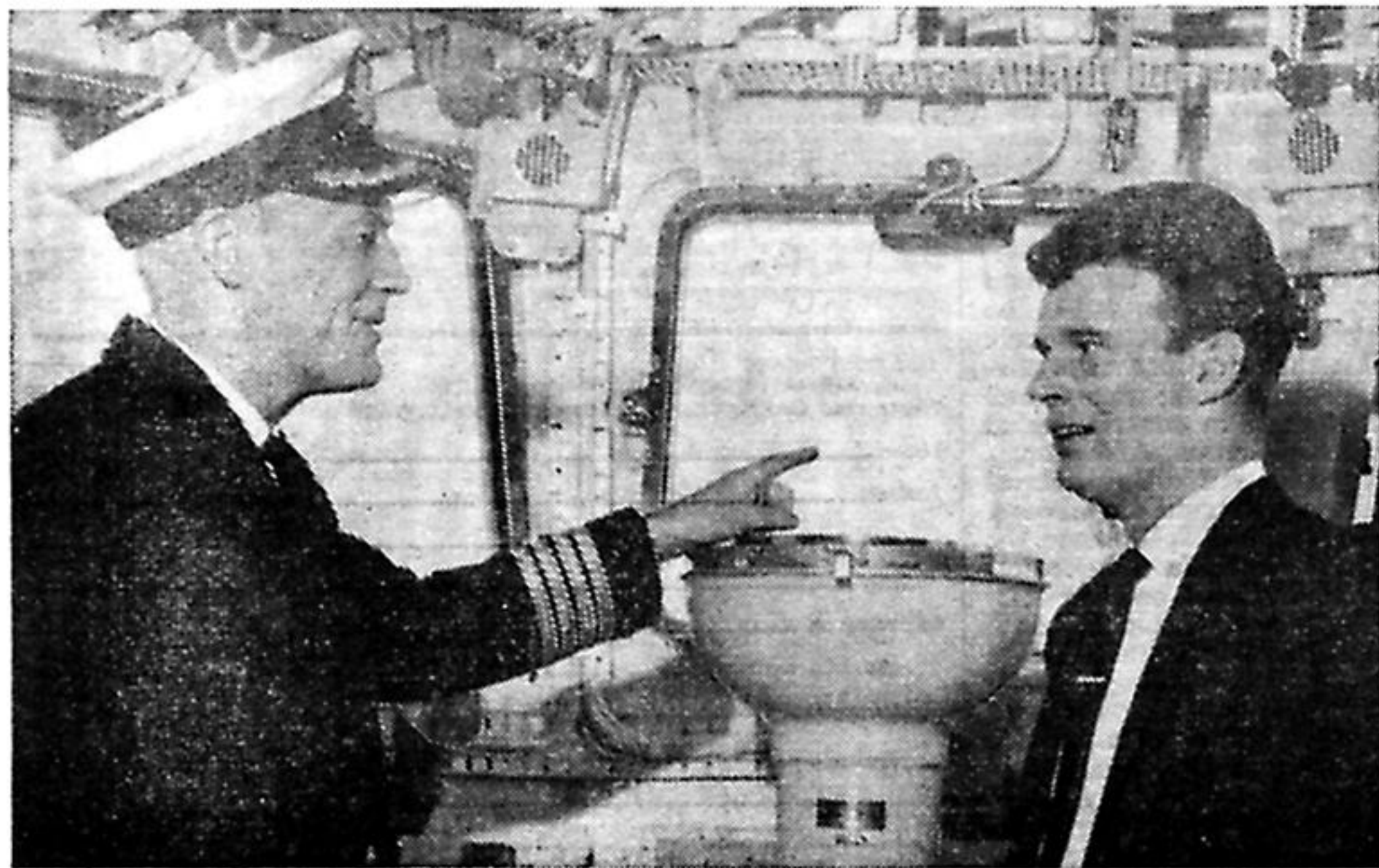
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Capt. Brown and R.E.M. Pyatt on the bridge when Nubian arrived at Portsmouth on April 12. (Photo—Evening News, Portsmouth)

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# 13,000-ton 'Mum' will look after 7th Division

AFTER a four-year modernisation which cost £3,000,000, H.M.S. Forth, (Capt. K. H. Martin, R.N.), is at present 'working-up' at Portland prior to service with the Far East Fleet, where she will be based on Singapore, becoming 'Mum' to the submarines of the 7th Submarine Division.



Capt. K. H. Martin, R.N.

Built by John Brown's, Forth was launched on August 11, 1938, and completed on May 12, 1939. She now has a displacement of 13,000 tons, a length of 531 feet, a beam of 73 feet and has a complement of 45 officers and 650 ratings.

Her primary function is to look after nine operational submarines of the conventional type, but her recent modernisation at Chatham enables her to act also as a support ship for nuclear submarines.

She is armed with four 40 mm. anti-aircraft Bofors guns and is capable of supplying over 100 torpedoes and a similar number of mines if required.

Besides large workshops—coppersmith's, plumber's, carpenter's, heavy and light machine, electrical and torpedo repair—there are facilities for

the attached submarines, and extensive diving and salvage equipment is carried.

Recreational activities can be provided in addition to a steam laundry, cinema, chapel, canteens, bakery and fully equipped operating theatre and dental surgery.

Wives and children, in all more than 700, will be joining the ship's company in Singapore, and the Navy has helped considerably in the organisation of the moves.

The commanding officer, Capt. K. H. Martin, who assumed command in January this year, spent most of the Second World War in submarines patrolling the North Sea and the Mediterranean. When in command of H.M. Submarine Sleuth in the Java and China Seas in 1944-5 he won the Distinguished Service Cross.

A previous Commander (S/M) in H.M.S. Dolphin, he was Naval Attaché in Athens and Tel Aviv before his present appointment.

The doctor from H.M.S. Hecate was flown by helicopter to the Norwegian tanker Benstream off Brittany on April 19 after an explosion on board had killed a seaman and injured seven others.



C.P.O. Cadman

## Parachutist will miss air station's open day

TO show the public something of the work of the Fleet Air Arm, H.M.S. Condor, the Royal Naval Air Station at Arbroath, will be open for an Air Display on July 23.

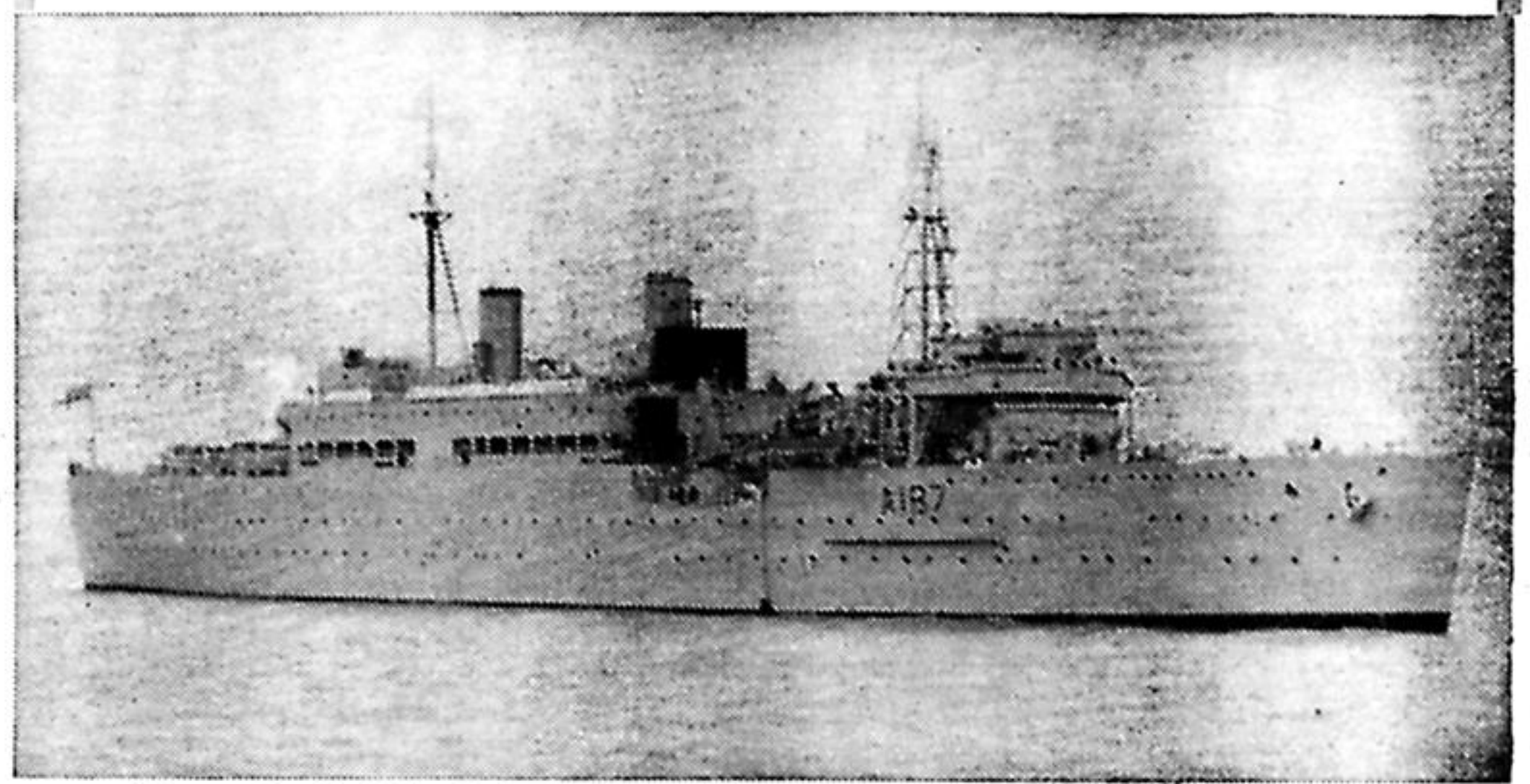
A feature of these air days is the invitational sport parachuting competitions for the Chandy Trophy and the Chandy Bowl, sponsored by the soft-drink company of that name, and organised by the Scottish Parachute Club.

The only naval parachutist serving in H.M.S. Condor, Chief Petty Officer Cadman, will, however, miss the Air Day, because he is leaving the Royal Navy after 25 years' service to join Trinity College, Glenalmond, as the swimming instructor.

It is not usual to think of fully-trained parachutists serving in the Royal Navy, but there is in fact a small number of naval personnel who have been trained in this art.

The main striking force of the Royal Navy is the Fleet Air Arm, and all naval aviators have to know how to use a parachute in an emergency. Instruction in parachuting is given to them by members of the

## SUPPORT SHIP FOR NUCLEAR SUBS



The modernised Forth during her trials before going to Portland for working-up

## ARBROATH'S AIR STATION LINKS WITH TOWN

DURING a visit to R.N.A.S. Arbroath, Flag Officer Naval Air Command Vice-Admiral D. C. E. F. Gibson, was received in the Town House of Arbroath by the Provost, Mr. R. R. Spink, the bailies, magistrates and councillors of the royal burgh.

Admiral Gibson was the first admiral to call formally on the Provost in the Town House, and his visit was another link in the bonds between this small Scots town and the Royal Naval Air Station.

Royal Naval Air Station Arbroath was commissioned in 1940 as H.M.S. Condor. During the war years it was a flying training station, with a prime commitment of training naval air observers.

Since the war its task has changed, and it is now the Royal Naval Air Engineering School. It is responsible for training all Fleet Air Arm ratings who are concerned with the mechanical aspects of maintenance of naval aircraft.

Relationships between The Condor (as it is known to the local people) and the townsfolk have over the last 26 years become extremely cordial. This special accord was featured recently in a television programme.

More than 200 local civilians are employed in H.M.S. Condor, and besides lending a continuity to the establishment in the performance of their official duties, many of them play a part in its wider activities.

Approximately 300 of the officers and men of H.M.S. Condor live with their wives and families in the town, and large numbers of these take a

full part in the life of the civic community.

In 1961, the town honoured the Air Station when the Provost, magistrates, and councillors made the commanding officer, officers and men of H.M.S. Condor freemen of the town.

In 1965, on the 25th anniversary of the commissioning of the Air Station, H.M.S. Condor exercised one of the privileges of freemen of the town when, with bayonets fixed, colours flying, and bands playing, the ship's company paraded through the streets.

Naval aircraft artificer apprentices spend the greater part of their apprenticeship at Arbroath. Each new class of apprentices joining H.M.S. Condor is welcomed to the town by the Provost at an evening reception in the Town House. Many of them marry local girls, and later in their careers return to H.M.S. Condor as instructors.

The Provost and the Captain

meet formally once a month to discuss the problems which arise when a large Service training establishment full of active young men is situated on the outskirts of a thriving town (the meetings alternate between the Town House and the Air Station). The Provost Mr. R. R. Spink is an honorary member of the wardroom mess.

Last month, a team led by the Commanding Officer of H.M.S. Condor, Captain M. W. Sylvester, and consisting of officers and men of the Air Station, played golf against the Provost's team consisting of the magistrates, councillors, and burgh officials. Unfortunately, the Provost was unable to play in this game. This golf match for the Condor Trophy is a prominent fixture in the sporting calendar.

It is not unusual to hear of strife between town and gown in many university cities, but the citizens of Arbroath and the personnel of the Royal Naval Air Engineering School have learned to live in harmony with each other to their mutual advantage.

The former shipyard of J. Samuel White at East Cowes has been purchased by the newly formed British Hovercraft Corporation.

## YACHT STARTLED WHALE

The 27-ft. Bermuda sloop Fiddler, which left Singapore on January 29, arrived at Aden on March 29, after calling at Penang, the Nicobar Islands, and Colombo.

The owner-skipper is Lieut. Hugh Wiltshire, R.M., and with him is Third Officer Nigel Burgess, of the Royal Fleet Auxiliary Service, and Marine Alan Olding.

The voyagers report that there have been no serious troubles, except that Marine Olding had to have the little finger of his right hand amputated in Colombo, following an injury just before leaving Singapore which turned septic and failed to respond to treatment.

The only excitement so far was the bumping into a 60-ft. whale dozing just below the surface, and which seemed to be more startled than the crew of the Fiddler.

They also caught a Goldfinch, estimated to weigh about 100 lb. Whatever the weight it gave the crew several days of good fresh meat, tasting like veal. It took all three of them about an hour to haul it on board.

Lieut. Wiltshire expects to arrive at Plymouth on May 25, making calls at Suez, Port Said, Malta, Marseilles, and Bordeaux en route.

Third Officer Burgess hopes to sail in the next single-handed transatlantic yacht race.

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NAVY NEWS  
May, 1966



## AIRCRAFT IN FLY PAST Gosport Freedom for Fleet Air Arm

GOSPORT is to confer the Honorary Freedom of the Borough on the Fleet Air Arm at a ceremony in St. George's Barracks on May 20.

The casket and scroll will be presented to Vice-Admiral D. C. E. F. Gibson, the Flag Officer Naval Air Command, by the Mayor, Councillor H. W. Cooley.

The Fleet Air Arm will be represented by platoons from naval air stations. The colour and casket party will be provided from the aircraft carriers and commando ships.

Included in the parade will be this year's Fleet Air Arm field gun crew, presently training for the Royal Tournament, and a volunteer Bluejacket Band from the Naval Air Command. The combined Royal Marine Bands of the Flag Officer Naval Air Command and H.M.S. St. Vincent will lead the parade.

The parade will form in Royal Clarence Yard at 10.00, and march off at 10.30 to St. George's Barracks for the presentation ceremony.

Immediately following the presentation there will be a fly-past of 28 aircraft, representing all types currently in front-line service, led by the last flying specimen of the famous Swordfish.

The parade will subsequently march to Thorngate Halls via Mumby Road, Ferry Gardens, High Street, and Stoke Road.

The association of Gosport with naval aviation goes back

to 1909, when naval officers were building their own aircraft on the fields at Fort Grange—soon to become the Gosport airfield of the Royal Flying Corps and now H.M.S. Sultan.

In 1914 a Naval Aeroplane Squadron trained there, and after 1921 the R.A.F. Gosport field gradually became the Fleet Air Arm's main base for training, development, flying, and disembarkation.

The airfield was transferred to the Fleet Air Arm in 1945 and was a major training base until its closure in 1955. In the meantime, the Navy took over the airfield at Lee-on-Solent in 1937, now known as H.M.S. Daedalus, and it has been the headquarters of the Flag Officer Naval Air Command and the alma mater of naval aviators ever since.

### Libraries Week

Average attendance at National Library Week exhibitions throughout the country has been estimated at 500. In Portsmouth, where the Royal Navy had a popular stand, the figure was 768, and the local organizing committee has thanked the Service for its co-operation, and especially Inst. Lieut.-Cdr. D. Elliott, R.N., and the Wrens who helped at the stand during the week.

## WHEN 'WINNIE' AND JACKIE FISHER JOINED A CONSPIRACY

SUBMARINERS' CORNER

FROM Canada comes a copy of 'Sentinel,' the new glossy magazine for members of all branches of the armed forces, taking the place of the three publications which have existed hitherto.

Its book reviews include one of great historic interest, 'Britain's Clandestine Submarines, 1914-1915,' by Gaddis Smith.

The 'clandestine submarines' were built in Montreal by American private enterprise for the Admiralty, and the international ramifications involved fill a small book.

Parties to the conspiracy were Winston Churchill, Admiral of the Fleet Lord Fisher, and Canadian industrialists. An accessory to the fact was the U.S. Department of State, which winked at the thinly disguised carryings-on.

Left out of the whole affair, and seriously embarrassed by it, was the Canadian Government. Ottawa was only informed of what was happening after the Montreal yard had stopped work on an ice-breaker being built for the Marine Service and was starting work on the submarines.

Reference is made in the book to H. 6, stranded on the Dutch coast in 1916, and interned in Holland. The submarine was later commissioned in the Netherlands Fleet, captured by the Germans in 1940, and finally destroyed by them at Kiel in 1945.

to the last day, with everyone taking part at a swimming gala. Taciturn just edged out Trump for the trophy.

Now, while Trump completes her refit, and the other boats are off on a 5,000-mile trip, the spare crew and base staff remind you that it is a sunny 75 degrees in Sydney. Almost winter too.

### Leaving Canada

RATHER sadly the Sixth Submarine Division is now nearing the end of its time in Canada, for Alcide, which has been in the Division since January, 1964, has just returned to the United Kingdom for refit, and Acheron will return in May, 1967.

The submarine tradition in that part of the world will not be dying, however, because the First Canadian Submarine Squadron commissioned last month and H.M.C.S. Ojibwa is already operational.

Ojibwa will be joined in due course by the Onondaga, laid down in June, 1964, and the Okanagan, laid down in March, 1965.

Despite the hard work there are considerable rewards—trips to interesting places not normally visited by H.M. ships.

Last July both submarines went to Boston, Mass., and even those ratings who, after a quick indoctrination in its history were later heard muttering that they preferred coffee to tea as they tramped their way over the mile and a half 'Freedom Trail,' thoroughly enjoyed the visit.

At Boston the crews met that personnel of H.M.A.S. Perth, then building in the Navy Yard, and a good deal of conviviality ensued.

### Joins the Seventh

THE Seventh Submarine Squadron had its strength boosted to six on March 28, with the arrival of H.M.S. Auriga (Lieut.-Cdr. J. Round-Turner) from the United Kingdom.

Her ETA was forecast on board as she sailed from Aden, and within half a minute of the forecast time, the first line went out. She arrived to the strains of a Royal Marine band playing on board H.M.S. Medway to welcome her.

Within minutes of the plank going out her ship's company were on their way to their respective messes in H.M.S. Terror, or in the case of the senior rates, to a hotel in Johore Bahru, there being no room for them in Terror.

The married members will shortly be joined by their families, who will be flying out from England.

### The Great Race

HAVE you ever made an eyesplice against the clock; erected a two-man tent with 30 spectators giving useless advice; or drawn bedding, climbed two floors, and made up a bunk for inspection?

The Fourth Submarine Division recently took the opportunity, when all their submarines were at Sydney, to hold a divisional training week.

Competition was fierce. At the end of the professional section, tests like divisions, firefighting, pilotage, and first aid, H.M.S. Tabard (Lieut.-Cdr. A. B. Miller, R.N.), was just ahead of H.M.S. Trump and spare crew, with H.M.S. Taciturn (Lieut.-Cdr. P. D. Hurford, R.N.) poised just behind.

Then there was the Great Race, where the expert splicing of C.P.O. U.C.I.E.C. Hunter, of Nightingale Road, Southsea, Hants, and the tent-making of C.E.R.A. J. Barley, of Belmont Grove, Bedhampton, Hants, put Trump in the lead.

Tabard would have been winning, but they were awarded several penalty points for—well—irregularities.

A car rally, an expedition, athletics, cricket, softball, and many other sports had Taciturn almost in the lead. When it came

## LEANDERS—ORDERS FOR THREE MORE

IT was announced in the House of Commons on April 17 that three more frigates of the 'Leander' class are to be built.

One of the new ships is to be built in H.M. Dockyard, Devonport. Two others of the same class were built in that yard—H.M.S. Danae and H.M.S. Cleopatra.

Messrs. Vickers are to build one of the three at the firm's High Walker yard, and the other will be ordered from another shipyard shortly.

For the frigate to be built at Devonport, the main machinery is being supplied by Messrs. J. S. White, and the gearing by David Brown, Ltd.

The new orders will bring the number of 'Leander' class frigates to 23—by far the largest class of warships.

The 'Leander' class frigates have the same hull as the 'Whitby' and 'Rothesay' classes, and are noted for their high speed performance, sea keeping qualities and manoeuvrability.

A very high standard of accommodation has been achieved for the ship's company, including bunk sleeping, separate dining halls, cafeteria mess, modern electric galleys and air conditioning throughout the mess decks and operational spaces.

Each ship will cost about £5m. and the ships will be completed in about 2½ years.

Staff on current Far East operations and conditions. The Flag Officer, Submarines arrived back in U.K. on April 28.

### Alcide's return

ARRIVAL at Devonport on March 16 was H.M.S. Alcide, to pay off after spending over two years with 6th Submarine Division based on Halifax, Canada.

During that time she operated with the Royal Canadian Navy, the Royal Canadian Air Force, Royal Navy, and United States ships and aircraft.

Alcide steamed 60,000 miles in her two-and-a-half years' commission, one third of that time dived; and visited Bermuda, Montreal, New York, Boston, Fort Lauderdale, Puerto Rico, Barbados, and St. Croix.

Twelve of the ship's company were married during the commission—10 to Canadian girls.

A streamlined A class submarine originally launched in 1945 and modernised in 1960, Alcide carries a crew of six officers and 59 men. Her fittings include advanced underwater listening gear and modern control systems. She is capable of carrying out continuous submerged patrol anywhere in the world.

She is the third ship in the Royal Navy to bear the name, which was originally that of a French ship captured off Newfoundland in the 18th century.

### Flying subs?

THE United States Navy is reported to have ordered a miniature submarine that can be carried by air and launched for underwater rescues.

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To-day the need for such a training ship is as great as ever. Will you please help us to celebrate our Centenary by contributing generously towards the ever-increasing cost of training and equipping our boys for a sea-faring career.



Please send as much as you can, as soon as you can, to Lt. Commander A. D. England, R.N., who will gratefully acknowledge all donations.



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## Navy News

EDITOR:  
W. WILKINSON  
Royal Naval Barracks, Portsmouth.  
Tel.: Portsmouth 22351 (Ext. 72194).

### Quit the growling

THE Royal Navy has to quit growling, and get to grips with a situation demanding every ounce of cool-headed common sense it possesses. That is the message now emerging in the aftermath of the Defence White Paper.

Blockading Beira has been a complete demonstration of the Government policy that 'for the moment, the shape and role of the Navy remains unchanged. The Fleet Air Arm is its core, and it is vital in the interests of the nation that it should remain so for the next 10 years.'

Looking forward, so far as it is possible to do so at this stage, must mean at least one thing—safeguarding to the utmost the careers and interests of those personnel who have dedicated their future to the Fleet Air Arm, and who have been so arduously engaged over the Rhodesia crisis.

#### THE UNEXPECTED

They have made a highly important contribution in recent months, and no one can tell what new tasks may lie ahead. If there is any lesson at all to be derived from the past, it is that we can expect the unexpected.

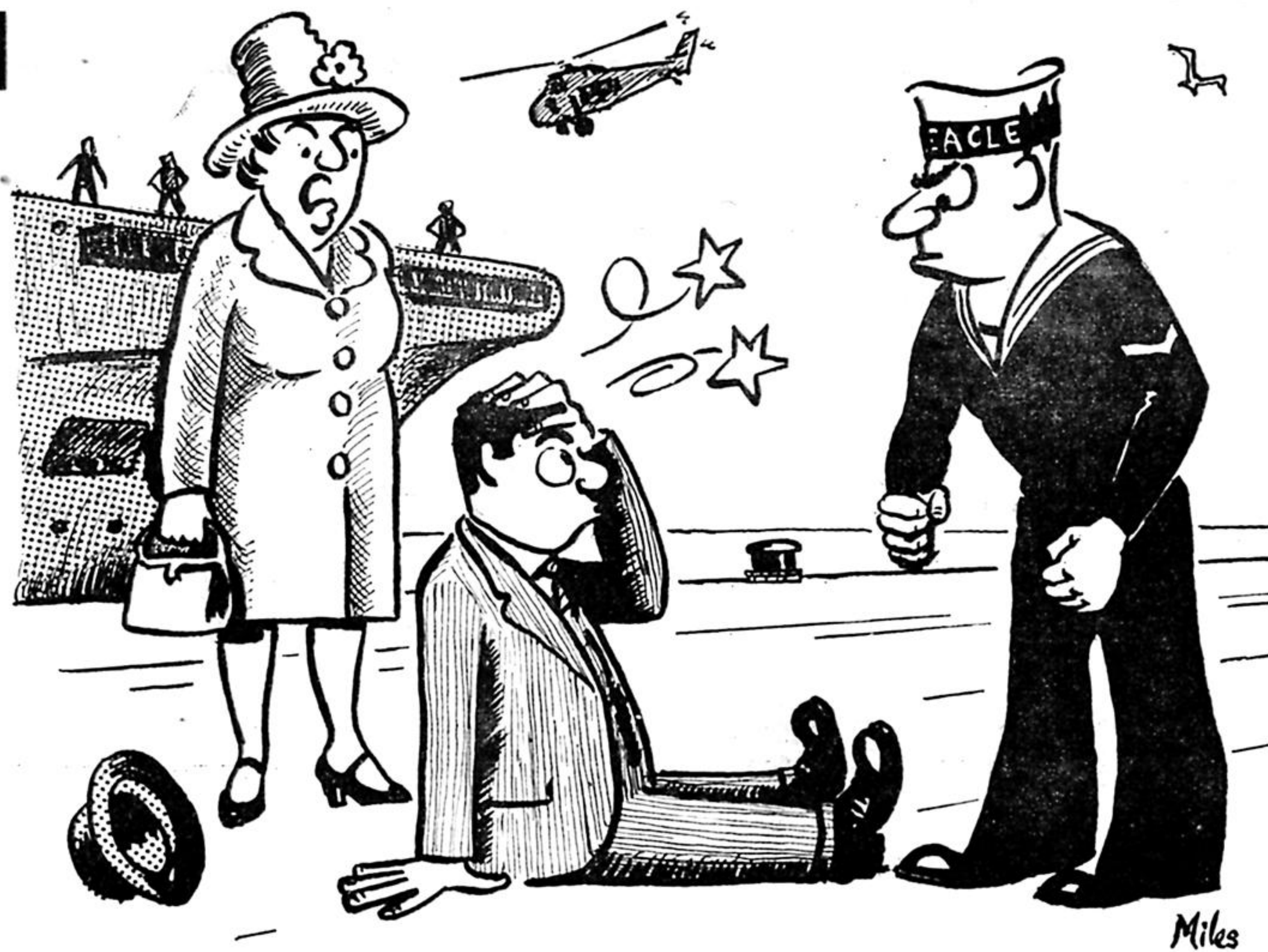
But integration of the armed forces must go ahead on lines which could lead to far closer working than at present envisaged. It cannot get off the ground if defence decisions result in the ill-feeling which has been aroused by the inter-Service rivalries of the Defence Review. The situation is one which the Government may be expected to take into account in future planning.

Bitterness must stop eroding, or the efficiency and happiness of the whole Service will suffer. Responsible opinion in the Navy has faced with realism and loyalty the requirements laid upon it. The help of everybody is needed.

### Changes in your paper

TO encourage wider readership of 'Navy News,' changes are being made in content and presentation. The aim will continue to be that of reflecting the activities, recreation and thoughts of the Service, with special concern for the interests of wives and families.

The paper is already recognised for its contribution to naval life, and it is hoped to increase its usefulness as a popular means of communication and information.



"I only asked if they had been helping out the R.A.F."

## SAILING WREN BAFFLED BY A 'JAMES BOND'

"LET go!" I yelled, but it was too late. The rope holding the foresail in was jammed tight, and the boat was gracefully rolling over and filling with water, writes Wren Lesley Beer, of Priory Crescent, Milton, Portsmouth, giving an account of sailing activities in Malta.

My crew, Wren Jane Marshall from Ryde, Isle of Wight, was wedged, one foot against the mast, the other on the centre-plate casing unable to move.

After what seemed an age, the sails touched the water and Jane was able to gate-vault over the side of the boat to join me on the centre-plate.

By this time the windows of The Wrennery, Whitehall Mansions, had been flung open, and balconies were crowded with cheering spectators and amateur photographers.

Our combined weight brought the boat upright and I swam in to bale out. Until now, to my crew's disgust, I had been dry, but baling rapidly in a stiff breeze is not the driest of occupations.

The wind was blowing us inshore, so Jane, who was still swimming around in a submarine sweater, did a marvellous job of towing the boat away from the rocks, with the bow rope between her teeth.

Help soon came in the form of the rescue-boat, and we were triumphantly towed back to the

sailing club after our first successful capsize. How lucky we were that the water was so warm!

Despite these little incidents, sailing in Malta is becoming increasingly popular with the Wrens. At the moment there are only two of us with helmsman's tickets—Leading Wren Sandi Butler from Tamworth (Staffordshire) and myself.

However, there are a few up and coming young 'helms,' like Wren Judy Sell from Mombasa, Kenya, and our week-ends are taken up teaching Wrens sailing and boat work.

Leading Wren Angela Perkins, who also comes from Southsea has only been sailing six weeks, and has already proved an excellent racing crew for Sandi.

Not all our sailing is quite so light-hearted. We do have to practise hard at our teamwork for the Inter-Services races, and so far this season both Sandi and I have been in the Royal Navy team. A few week-ends ago, we had some friendly races against the R.A.F. and we learnt a great deal about racing tactics and teamwork.

During one of the races I was being chased by a member of the opposition, and just as he began to overtake me his foresail fell down, but I was mortified to find that he carried on overtaking. He must have had a 'James Bond' type boat!

Last year, Naval Air Command were trying to get a team

of three whaler crews for the Inter-Command Whaler Championships at Portsmouth, but due to departmental troubles only two could be found.

On hearing this I picked three Wrens as crew, and entered myself as helmsman, establishing the fact that we were the first all-Wren team ever to enter for this two-day event.

We received a very cool reception from the men, and on the first day we were cast off from our berth before our sails had been hoisted but like real sailors we rowed out from the boat compound and picked the tow up in the harbour.

From then on we were accepted, and by the end of the first race, which we won by yards, we were well and truly 'one of them.' We continued to do well and in the end our Air Command team tied second with Plymouth, Portsmouth

being the overall winners.

Even though our quarter are just across Msida Creek from the sailing club, it takes us a good half-an-hour, sometimes longer, depending on the speed of local transport to get there, so as often as possible we borrow a pram dinghy to row across.

This can be quite an amusing sight, with two Wrens sitting in the stern, two in the middle (both facing the bow) and myself, rowing, facing them all. The Wren's bus service has nothing to touch this!

At this time of the year there is plenty of wind, so Sandi and I try to get as far out of the creek as we can, and visit bays along the coast, or sometimes foreign ships moor a mile or so off-shore, so we go to investigate.

Now to the future. In the next Inter-Command races against the R.A.F. in Malta, at least one third of the Navy team will be Wrens, but for those who have not progressed quite so far we have our own Sharpie dinghy for the casual 'week-end sailor.'

### M.T.Bs. in the jungle

WHEN Winston Churchill was First Lord of the Admiralty in the First World War he adopted a term used by M.T.B. commanders when they meant 'launch all torpedoes simultaneously at the target'—'Utmost Fish'—when he had approved a certain line of action which should be expedited with all dispatch.

Early in 1915 the words were scribbled on a project to transport overland, through the Belgian Congo, two motor-boats to Lake Tanganyika in order to destroy German vessels controlling the Lake and Central Africa.

Using this basis of history Hugh Wray McCann has written a rattling good story of the hardships endured in getting the boats, with only 28 officers and men, 500 miles, 150 of them across country with no roads—just virgin jungle.

Hardships, accidents, sickness, exhaustion and thirst—all these in plenty. Add to them frayed tempers and clash of personalities between the Naval leader of the expedition and his deputy, an Army officer, and you have the beginnings of a tense and gripping story.

The language is more than a little 'salty' at times but, like the story itself, it is real.

(Utmost Fish, by Hugh Wray McCann, Messrs. William Heinemann, 25/-.)

## Navy in space-age experiments

A PARTY of naval staff from H.M.S. Collingwood, Fareham, are taking part in a space-age trials programme which could revolutionise world-wide radio communication.

At this present time, communications of this kind are subject to fading, and to severe interference from such factors as sun spots. The aim of the experiments is to create a system of high reliability for defence messages of all three Services.

The Collingwood party are at the Ministry of Aviation Signal Research and Development Establishment at Christchurch, Hants, where they are manning the first United Kingdom-based British Military Satellite Communications Earth Station.

Their equipment, which incorporates the most up-to-date techniques, is being manufactured by the Marconi Company, under a contract with the Ministry of Aviation and directed by the Signal Research Establishment.

It is designed to work with American satellites, and the ground station will be maintained and operated by the Collingwood party.

#### IN CHARGE

Officer-in-charge is Lieut.-Cdr. D. J. Charlton, B.A., R.N., whose home is at Haslemere, Surrey. Educated at Churcher's College, Petersfield, and Selwyn College, Cambridge, he has tended to sub-specialise in communications engineering. For 18 months he was in charge of communications engineering training at Collingwood, during which time he lived at Dravton, Portsmouth. He has now moved to New Milton.

The second-in-command is Chief Radio Electrician C. Lowe, of Guernsey, Channel Islands, where he still has a house. He was educated at North Manchester High School, and his last ship was H.M.S. Bulwark.

Others in the team are: R.E.A. 1 Josey, of Tottenham (H.M.S. Caesar); R.Mech. 1 Leadbetter, of Molesey (H.M.S. Kent); R.E.A. 2 Millie, of Andover (H.M.S. Centaur); and R.E.A. 2 Walmsley, of Bootle (H.M.S. Victory).

The whole of the team have recently completed extensive special training at Marconi College, Chelmsford.

Their employment on this space-age task is representative of the diverse and up-to-date knowledge required by radio technical ratings trained by H.M.S. Collingwood.

The work at Christchurch will include the execution of a joint Ministry of Aviation/Ministry of Defence trials programme to evaluate the system for defence communications.

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### SUBMARINE C.O. NOW CHAPLAIN

The commissioning service of H.M. Submarine Aeneas was unusual in that the Church of England Chaplain participating was the Rev. I. W. Marchant—a retired submarine lieutenant-commander. In 1955 he was at a commissioning service for Aeneas, but on that occasion was the commanding officer. His comment was that since 1955 the order of service had become more comprehensive, being now conducted jointly by Church of England, Roman Catholic and Church of Scotland Chaplains.



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# SCOTLAND and NORTHERN IRELAND SPECIAL

FOUR-PAGE

Navy News

SUPPLEMENT

CLYDE SUBMARINE BASE TO COST £45 MILLION

## Royal Navy's vast expansion programme North of Border

### D.S.O.s as sub C.O.

Vice-Admiral Sir David Gregory, K.B.E., C.B., D.S.O., and Bar, the Flag Officer, Scotland and Northern Ireland, also holds the NATO appointments of Commander Northern Sub-Area, Eastern Atlantic Area, Allied Command Atlantic (Comnorlant), and Commander Nore Sub-Area, Allied Command Channel (Comnorchan).

Born in Glasgow in 1909, Admiral Gregory entered the Royal Navy College, Dartmouth, at the age of 13, and first went to sea four years later in an old coal-burning battleship.

While commanding the submarine Sturgeon, his first command, he was awarded two D.S.O.s for anti-U-Boat operations—the first within four months of the outbreak of war, and the second 11 months later.

He joined the staff of the Commander-in-Chief, Home Fleet, as Staff Officer Movements, and served in the battleships Duke of York, King George V, and Rodney. During this period he was mentioned in Despatches for his part in the sinking of the 26,000-ton German battleship Scharnhorst.



Vice-Admiral Sir David Gregory.

Among his post-war appointments he commanded two submarine squadrons; was Commodore-in-Charge, Hong Kong; and then Admiral Superintendent, H.M. Dockyard, Devon-

port, before taking up his present appointment in June, 1964.

Admiral Gregory is married and has two sons, both of whom are officers in the Royal Navy.

### 1,400 NEW HOMES TO BE BUILT

SINCE the days when the Scottish Navy was amalgamated with its southern colleague, the Royal Navy has used Scottish harbours for its bases for patrols and offensive operations, and for repairs, replenishment, and recreation.

Only in this century, however, has it begun to establish large shore bases north of the Border, and in recent years the tempo of this trend has increased enormously.

Large scale developments are taking place, involving investments of millions of pounds, lent anchorages, and is ideal for exercises, while at sea lochs and estuaries are highly suitable for tests and trials.

The biggest single development is the new Clyde Submarine Base, on which £45 million is being spent. Associated with it is an armament depot at Coulport, and about 1,400 houses for the personnel—naval and civilian.

In addition, in the Forth area, Rosyth Dockyard is being equipped to refit nuclear submarines; a new barracks is being built above the Dockyard; H.M.S. Lochinvar, which has become the main base for all Mine Counter measures training in the United Kingdom, it to be largely reconstructed; and the Naval Engineering School at H.M.S. Caledonia is being rebuilt.

A large number of additional married quarters are also going up on both sides of the Forth.

The Senior Service is flourishing in Scotland, and some 10,000 men and women in uniform will increase as the Clyde complex develops.

The reasons for this expansion and modernisation are simple. The modern Navy is spending more of its time at sea than ever before, and base support, training, maintenance, and accommodation have to meet the needs of the Fleet. In all this, Scotland is in a favourable position.

Away from congested shipping routes, the coast has excel-

### Perth to Perth ambition realised

Keith Chambers came all the way from Perth, Australia—where he is a Sub-Lieutenant in the Royal Australian Naval Reserve—to teach in Scotland and fulfil an ambition to visit the city of Perth in Scotland. What he did not expect was that he would visit the 'Fair City' on board a British minesweeper.

While teaching in Edinburgh he heard that H.M.S. Montrose, the Coastal Minesweeper attached to Tay Division R.N.R., was to make the upriver trip from Dundee—the first by an R.N. ship for eight years.

He was given permission to take passage and said later: "Sailing into Perth Harbour was a wonderful and unexpected experience for me."

### PHOEBE—A SISTER FOR LEANDER

WHEN H.M.S. Phoebe, the eleventh of the 'Leander' Class general purpose Frigates commissioned on the Clyde everyone was amused at the following item which appeared that morning in the Personal Column of 'The Times':

'Phoebe, at Glasgow, after a long gestation bravely borne, to Stephen of Linthouse and the Navy Department (née Admiralty), on April 5, 1966, a daughter, sixth of the name, another sister for Leander.'

This set the seal on what was a very happy commissioning weather and the fact that the Royal Marine Band had been snowbound! Among the 120 guests were Admiral Sir John Frewen, Commander-in-Chief, Home Fleet and Lady Frewen who launched the ship on July 8, 1964; Vice-Admiral Sir David Gregory, the Flag Officer Scotland and Northern Ireland, and Lady Gregory; Commodore R. C. Watkin, Commodore Superintendent of Contract Built Ships, and Commodore T. N. Catlow, Commodore Superintendent of Contract Built Ships (Designate).

The Mayor of Bournemouth, Alderman R. S. Morris, and the Town Clerk, Mr. A. Lindsay

Clegg, also attended the ceremony in recognition of the fact that the last H.M.S. Phoebe, a light cruiser, was adopted by the town of Bournemouth.

Sir Murray and Lady Stephen; the Chairman and Directors of Alexander Stephen and Sons Ltd., also attended the commissioning of the 53rd ship the firm have built for the Royal Navy.

H.M.S. Phoebe is designed to fulfil a composite anti-submarine, anti-aircraft and air direction role.

The Commanding Officer, Captain W. R. D. Gerard-Pearse, M.V.O., Royal Navy, was born in Weymouth, Dorset. Among his appointments he was First Lieutenant of H.M.S. Magpie when His Royal Highness the Duke of Edinburgh was Captain. He was later First Lieutenant of H.M.S. Surprise which was despatch vessel to Admiral of the Fleet, The Earl Mountbatten of Burma.

## BIRTHDAY OF HOSPITALITY BUREAU

A year ago this month, Lady Gregory, wife of the Flag Officer Scotland and Northern Ireland, launched the International Naval Hospitality Bureau in the Forth area to provide an Information Service, run by interpreters, for foreign sailors and the opportunity for them to meet local people.

It was extremely sad to see crowds of foreign sailors, many of whom were visiting Scotland for the first time, drifting round the streets with no idea of where to go or what to see. It was with these thoughts in mind that the Bureau was set up.

Invitations were sent to people in the area whom it was thought might be interested in helping. Amongst those who accepted were representatives of the Consulates in Edinburgh, the Churches and University as well as many local people who expressed willingness to entertain visiting personnel. The Lord Provost of Edinburgh also kindly agreed to become President. The list of hosts and in-

terpreters grew and by September all systems were 'go.'

The Dutch Cruiser De Ruyter, Flagship of Vice-Admiral Reeser, sailed into Rosyth on 6th October, and the Bureau was in business. Unfortunately the fog arrived at the same time and an hour later Rosyth had to be closed to shipping, an almost unheard of occurrence! By some miracle all the hosts who had arranged to collect sailors from the ship arrived although the organisers had some anxious moments. A sight-seeing tour of Edinburgh was arranged for 150 sailors who were suitably impressed when the official guides hired for the occasion arrived wearing kilts. The tour of Scotland's capital proved more of an 'aural' tour than a 'visual' one but was much appreciated.

The Information Service, provided from a mobile kiosk, was an immediate success. Sailors wandered in and out of the office and the Dutch interpreters dispensed leaflets, some of which were printed in Dutch.

After the initial teething troubles, due mainly to the fog,

further visits in the Forth area proved plain sailing and the Bureau look forward to another year of increased activity. Belgian and Danish visitors have expressed the intention of setting up similar organisations in their own countries and in due course, it is hoped to extend the facilities in the Forth to the officers and men of the Royal Navy as well.

### NEW C.S.C.B.S.

The North-East will lose one of its outstanding personalities when Commodore R. C. Watkin, Commodore Superintendent of Contract-Built Ships at Newcastle since October, 1962, retires from the Royal Navy this month.

He will be succeeded as C.S.C.B.S. by Commodore T. N. Catlow, who was Chief Staff Officer to the Flag Officer Scotland and Northern Ireland.

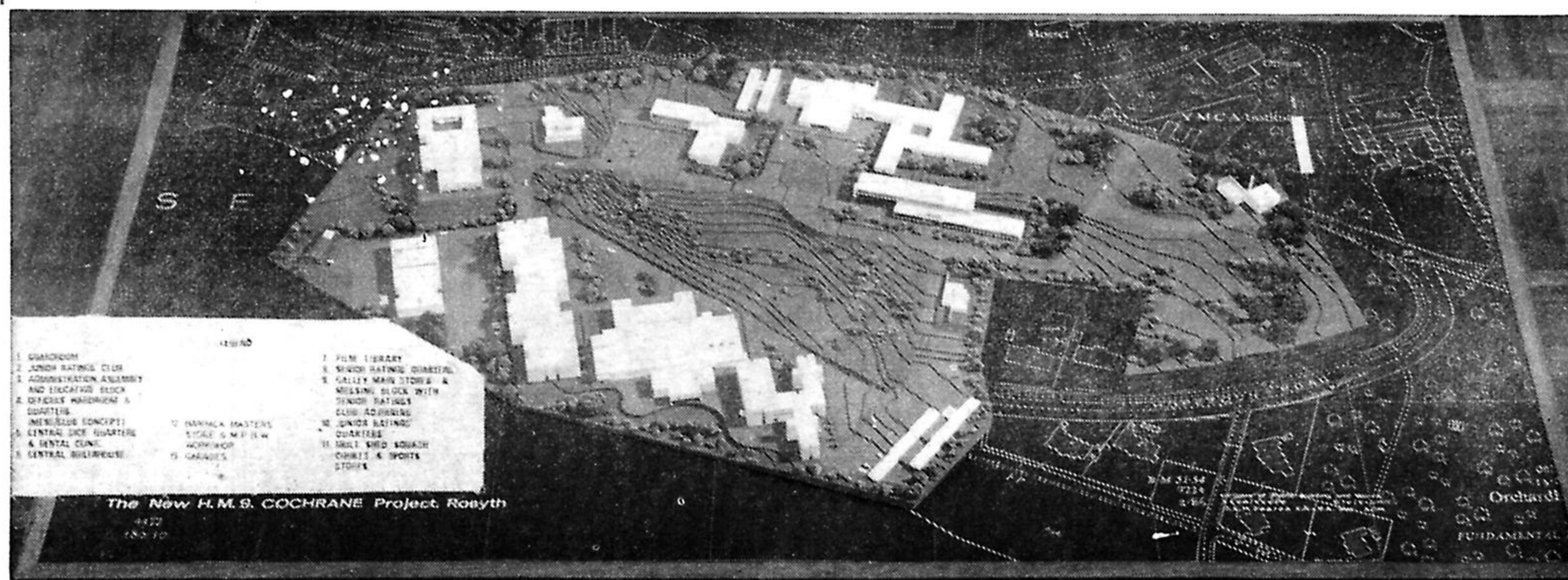
### GLASGOW VISIT

H.M.S. Tiger, the ultimate in conventional gun-armed cruisers, will sail up the Clyde on a five-day visit to Glasgow at the end of this month. A story of the ship's sunshine cruise appears on page 5.





# MODEL OF FORTH BARRACKS BEING BUILT AT ROSYTH



## CRANE SALVAGED BY NAVY MEN

The Royal Navy were called in by the contractors for the new Tay Road Bridge at Dundee to salvage a 100-ton crane which fell into the river when part of a temporary working bridge collapsed.

Timing was critical for this extremely difficult operation. The R.F.A. Succour, a coastal salvage vessel, could only work for short periods on the flood tide as at low tide there was not enough water in the channel and at high water there was not enough clearance under the bridge.

Divers, too, had a difficult task, working in a heavy swell and in a visibility which at best was two feet.

The crane had a 150 ft. jib and was awkward for lifting but the Succour eventually succeeded in beaching it in shallow water to enable it to be recovered from the shore.

The Apprentices' Pipe Band at H.M.S. Caledonia won five awards, including the Cunningham Plaque for the best pipe band, at the Royal Naval Piping Society's annual competition at H.M.S. Calverhouse, Edinburgh.

Naval work study experts worked with the architects in the site planning and design of the new Forth Barracks which in December, 1968, will replace the accommodation ships and base supply facilities provided at Rosyth by H.M.S. Cochrane.

Buildings have been sited and designed to give the maximum efficiency and convenience.

One of the results will be that joining routine can be done on the ground floor of the administration block. Another example is that the junior rates accommodation block will be of a more compact design than originally envisaged and will be linked to the dining hall by covered ways.

## New buildings will replace three ships

The Forth Barracks will have 190 Chief Petty Officers and accommodation for 50 officers, Petty Officers and 820 junior rates. Recreational facilities will include squash and tennis courts, cricket nets, a drill hall suitable for basketball, badminton and indoor hockey, and the Assembly Hall can be used for lectures and films and will be equipped with a stage so that it can be used for social functions and as a theatre.

The Naafi Club will have a Tavern and Lounge Bar, snack bar and a large area for social activities, a Naafi shop, barbers

shop and television lounges.

The present H.M.S. Cochrane is what H.M.S. Victory and H.M.S. Drake are to Portsmouth and Plymouth, and houses the headquarters of Captain (D) Rosyth, the Rosyth Submarine Refitting Group, the Base Supply Organisation and the Rosyth Base Support Group (a technical team with Home Fleet affiliations).

Ships are used for accommodation and consist of H.M.S. Duncansby Head, an Escort Maintenance ship which has undergone internal reconstruction to improve habitability and

create space; H.M.S. Girdleness, which from 1953-56 was the guided missile trials ship for the Navy's first surface-to-air guided missile, Seaslugs; and the destroyer H.M.S. Chevron.

Together they provide for some 80 officers and 1,300 men from H.M.S. Cochrane and ships undergoing refit in the Dockyard, about two-thirds of whom are victualled and accommodated. The accommodation requirement is a fluctuating one and the annual turnover is in the region of 5,000.

Although it is difficult to keep pace with the rising standards to be found in modern ships, many facilities are available. These include an excellent cafeteria, a 24-hour laundry service, television in every messdeck and some bunk sleeping accommodation.

## MOVES TO NEW CALEDONIA

### Apprentice training and opportunity

One hundred and fifty-eight years after the launch of the first H.M.S. Caledonia, a first rate of 120 guns, Apprentices of the R.N. Engineering School are starting to move into the sixth Caledonia, the new buildings of which have been rising slowly on the hill overlooking Rosyth Dockyard over the past 18 months.

The first and second Caledonia saw nothing of Rosyth but the third, which started life in 1802 as H.M.S. Kent, took the name of Caledonia in 1891 and was moored off Queensferry as a Boys Training Ship in the same year. There are in Edinburgh, incidentally, a group of four elderly, but very lively, gentlemen who served in H.M.S. Caledonia at the turn of the century, and who spent a very enjoyable day in the present establishment a few months ago.

The fourth Caledonia was the White Star Line "Majestic" of over 50,000 tons. She was sold to the breakers in 1936, but reprieved by the Admiralty, converted into a training ship, and berthed in the basin at Rosyth Dockyard and commissioned as H.M.S. Caledonia in 1937.

The present factory, gymnasium and swimming bath were completed in 1939, and the present (old) accommodation a year later. The ex-Majestic was then vacated and moved off Bo'ness, where she was gutted by fire the same year, and broken up in the breakers yard situated conveniently at Inverkeithing.

The accommodation built in 1940 was only of a semi-permanent nature, and included administrative and recreational buildings.

The first of the six new accommodation blocks is already occupied. Apprentices live in cabins of four, each block

having 30 cabins. The new Caledonia should be complete by 1969.

Artificer Apprentices enter the Royal Navy between the ages of 15½ and 17½ after an examination and selection at an Interview Board. They spend their first year 3 terms, at H.M.S. Fisgard at Torpoint, for their initial training, and go on afterwards for their Part 2 training to Caledonia (Engineer and Shipwright Artificers), Condor (Aircraft Artificers) or Collingwood (Electrical Artificers and Radio Electrical Artificers). The course at Caledonia lasts a further 8 terms before they are sent to sea-going ships to complete their training.

All training courses at Caledonia involve Academic Studies which are worked in with the Craft and Technical Training, and facilities exist in H.M.S. Caledonia for the Artificer Apprentice to follow a syllabus leading towards the award of an Ordinary National Certificate.

Every opportunity is taken to demonstrate actual machinery in operation in the later stages of the training courses. A Battle-Class destroyer, H.M.S. Saintes, is secured in the Dockyard basin for the E.R.A. Apprentices to gain first-hand knowledge and experience of main engines and boilers under steaming conditions. The Shipwright Artificer Apprentices gain experience aboard in aspects of hull maintenance.

Ordinance Artificer Apprentices used to be trained in Caledonia, but the maintenance of the heavy mechanical elements

of the Weapon systems in the modern Navy is starting to be undertaken by the Weapon Mechanicians.

The training of Weapon Mechanician Candidates has been carried out in H.M.S. Caledonia and elsewhere, since January 1962. The candidates are selected from suitable gunnery and Torpedo ratings of the Seaman branch. There is also a "direct entry" scheme for Mechanician Apprentices who are suitably qualified to join between the ages of 17½ and 23 for training in the Weapon Mechanician Branch. Weapon Mechanician Apprentices undergo part of their craft and technical training in the workshops and demonstration rooms in H.M.S. Caledonia.

Training at Caledonia is naturally very largely technical. However, every aspect of Naval life is taught whilst under training.

Caledonia is on the doorstep of the best country for Expedition Training in the British Isles and the fullest use is made of it. Apprentices have four Expeditions to the Highlands during their training, including a project such as building a bridge or survival shelter.

Every opportunity exists at Caledonia for sport. All the usual team games are played, with great rivalry between Divisions and enthusiasm in outside fixtures. Dinghy and Firefly sailing takes place at Loch Fitty, a few miles from Caledonia, where the establishment has its own club house. The apprentices have "Sea Breeze," a 50 square metre yacht, and "Cal-luna," an Eventide sloop, as well as 11 whalers, for sailing on the Forth. The canoe club, hobbies club, photographic club, mountaineering club, stamp club, amateur theatrical society, sub-aqua club and rifle and pistol club, are all thriving organisations.



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## Who is the Navy's tallest?



P.O.M.(E) Thomas Knight



Cook(O) Lawrence Henderson

Am I the tallest man in the Navy? That is the question 21-year-old Officers' Cook Lawrence Henderson, of H.M.S. Safeguard, Rosyth, is asking.

Only 6ft. 5in. when he joined the Navy three years ago, he has stretched to 6ft. 8in.

Being so tall has its advantages—and disadvantages like finding tall girls to dance with, but Lawrence appealed for support to form a Giants Club

# A BASE TO CATER FOR ANY SUB

## Small town being built on Clyde

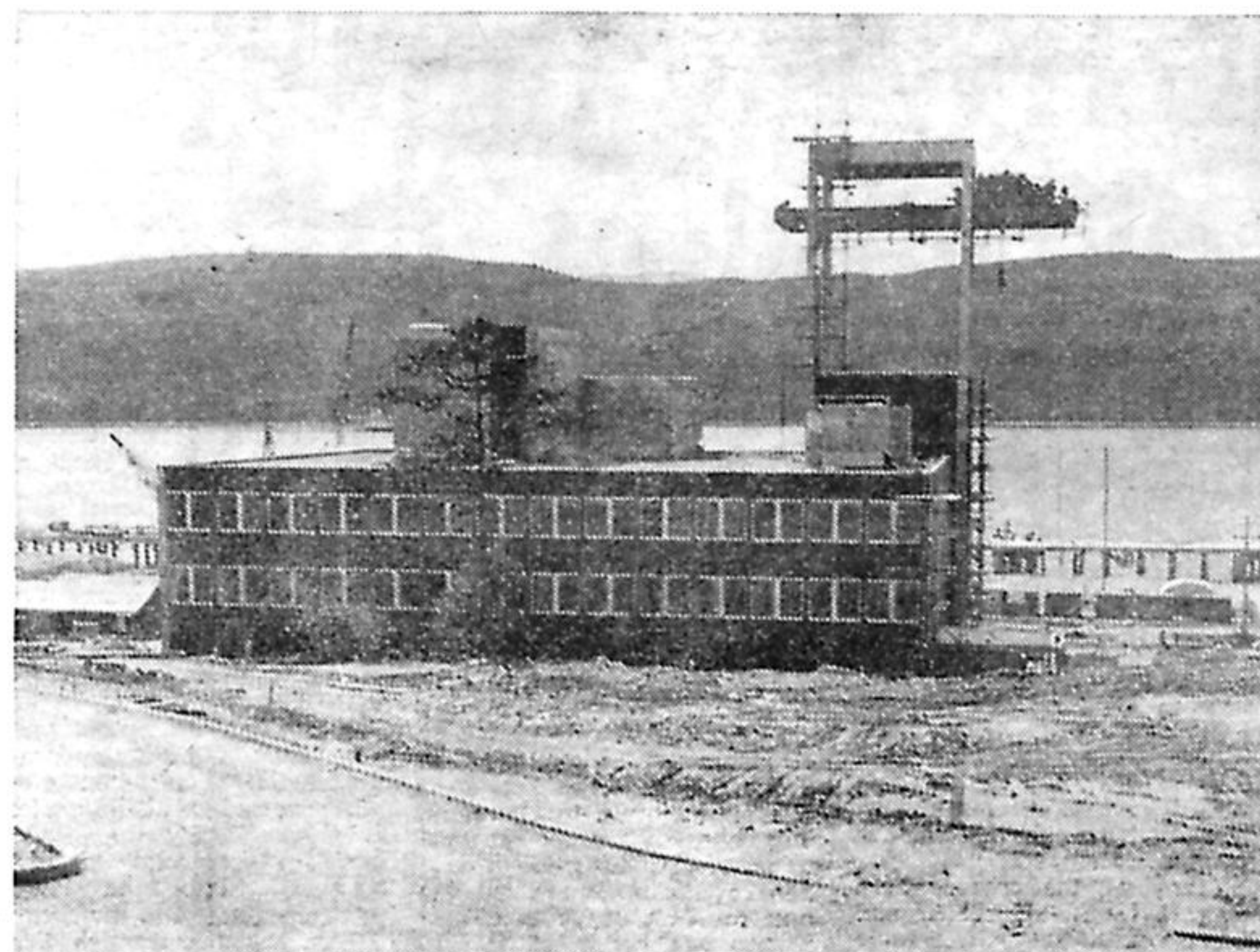
Springing up on the banks of the Gareloch and Loch Long is the new Clyde Submarine Base.

At present, a huge area of concrete site works, constructional equipment, bulldozed earth and other signs of activity guaranteed to delight the heart of any Civil Engineering Contractor, the Base is growing rapidly. The local road has been diverted so that the Base can develop undisturbed.

Eventually, this Base, which covers an area a mile and a quarter, at Faslane, will support not only our British Polaris Submarine force, but also a whole Squadron of nuclear hunter/killer and conventional submarines.

The facilities of the Base have therefore to cater for the needs of all types of submarines in service in the Royal Navy and for the needs of the large number of naval personnel, and civilians too, needed to support them.

The Faslane part of the Base will have a new deep water jetty fully equipped with all services such as, for example, 12 telephone lines to each Polaris



The R.N. Polaris School is nearing completion at the Clyde Submarine Base on the shores of the Gareloch and will be opened on schedule at the end of June

submarine, and enough power to light a small town. There will be a floating dock for routine dockings, a complex of large workshops, stores and repair facilities capable of deal-

ing with the most sophisticated electronic devices as well as all basic engineering tasks.

There will be accommodation for single and unaccompanied officers and ratings, and for W.R.N.S. C.P.O.s' will be accommodated in single cabins. Petty Officers will share 3-berth cabins, and junior rates will live in 6-berth cabins.

The Base will have a Church, N.A.A.F.I. Club, shops and banking facilities. A television receiver mast is being erected on a near-by hill to provide a 'piped' supply to the Base and improve reception.

**POLARIS SCHOOL READY**  
In the Base will be the R.N. Polaris School. This School is already complete and many of the Instructional Staff are already at the School which will be opened on schedule at the end of June ready for the courses to start in July.

It is at this School that the Navy's own crews for the submarines' Polaris Weapon Systems will be trained. The School is able to simulate all the missile and navigation equipment fitted in the boats themselves, including one complete missile tube and inert missile.

The School will train not only the operators but the maintainers as well. It is to be hoped the maintainer trainees put the pieces together before the operators' classes start.

When the Base is in full swing, there will be more than 2,000 officers and ratings working there either as members of the Base complement or from the submarines attached. A large married quarters building programme is under way and eventually some 1,000 quarters will be built.

Some of the first have already been completed and occupied. Of course, estimates of the numbers likely to wish to move to the area must at first be intelligent guess-work, but the object is to have enough married quarters to provide a home for anyone who wishes to move his family to the area and to

## Admiral finds a suspicious skeleton

THE Faslane weather lived up to its reputation when the Flag Officer Submarines (Rear-Admiral I. L. McGeoch, D.S.O., D.S.C.), inspected the Third Submarine Squadron.

Many 'Number One' suits got a sponging as well as an airing. When the rain was coming down vertically it was surely coincidental that the route for the Admiral and the rest of the inspecting team lay under the eave of the awning.

Those who felt cold during their ten minutes on the quarterdeck may find consolation in the knowledge that the Admiral spent 80 minutes there.

Of course it had to happen! The skeleton in the cupboard was discovered during the Admiral's rounds. Attached to it was the following note—Here lies the bones of Albert Garm.

A member of the Fleet Air Arm.

Reliable, smart, he was a trier—A dedicated fixed-wing flier. And then he heard at half past three

His future was in jeopardy. And so he would, on even date. In solitude bemoan his fate. Locked himself inside 'snaps' drier. He's now a desiccated flier.

There is more than a suspicion that the 'skeleton' was the remains of a notorious member of the ship's company, well known for his aptitude for getting his head down anywhere.

After his inspection the Admiral signalled his pleasure and it is hoped that the detailed report of the Departmental Inspections will reveal no further 'skeletons.'

### INSPECTION QUOTES

On the morning of the inspection—'The night workers between decks were all volunteers.' From 1730 onwards on Inspection Day 'My feet are killing me.'

## Ideal training for divers

The Firth of Forth is an ideal training ground for Naval divers and it is said that anyone who qualifies from the courses at the R.N. Diving School at H.M.S. Safeguard, where the water is particularly cold and the underwater visibility poor, will be acclimatised to about the worst conditions they are likely to meet.

The diving school has been operating at H.M.S. Safeguard since 1951 and runs three four-week courses per term for ships divers who are trained to use self-contained and surface demand air breathing apparatus.

A Port Diving Unit comprising one Clearance Diver 1st Class and four divers has been in operation for about a year and carries out all diving tasks in the Command from the Humber to the Orkneys, including Northern Ireland.

Recently this unit carried out a sea-bed survey in Belfast Lough to ensure that there were no obstructions for the trials of the new North Sea oil rig Sea Quest.

## WANTS TO FORM GIANTS CLUB

'Little squirts' under 6ft. 4in. and young ladies under 5ft. 10in. are not eligible, he announced.

The response was overwhelming. At the last count he had received 175 letters.

Another enormous problem arose over his shoes—he takes size 14. Too late he discovered that while his shoes were made for walking they were not standing up to the pounding of his 15 stone tread.

As leave approached an urgent 'Save our Soles' was

flushed to Victualling Stores to place a special order with a contractor.

His Commanding Officer offered to pay for shoes if he could obtain them privately in the meantime. The National and local press took up the cry for help. Unfounded rumours of an inquiry into the case of the shoeless sailor circulated.

One enterprising firm in the south telephoned to say if he wanted 'a quiet run ashore' they could provide plimsolls!

Sympathetic shoemakers and

well-wishers rallied to his aid and now Lawrence has TEN pairs of boots and shoes, including two pairs from the Navy. 'I have enough,' he said, 'to last me for the next seven years.'

Cook Henderson's claim is challenged by P.O.M.(E) Thomas Knight (24), at present on a course in H.M.S. Sultan at Gosport.

Married, (his wife is only 5ft. 3in.), he lives at Fareham, and is 6ft. 8½in.

## Ships and displays at NavyDays

Over 20,000 people are expected to attend Rosyth Navy Days at Rosyth Dockyard on Saturday and Sunday, May 28 and 29. About one third of the visitors will be children as this main 'Meet the Navy' event in Scotland is becoming more and more of a family outing.

A number of destroyers, frigates and submarines, as well as an R.F.A. tanker, will be open to the public while coastal minesweepers will run trips under the famous Forth Road and Rail Bridges.

In the Main Basin there will be diving, gemini and helicopter displays, and a pulling race. The arena display will feature the Royal Marine Motor Cycle Display Team who will give two performances each day.

There will be a guard and band, Colours ceremony and march past; a display by the pipe and brass bands of H.M.S. Caledonia, drill and recreational training games, followed by a Beat Retreat and Sunset Ceremony by massed bands.

Static displays will include the full-scale model of Dreadnought's fin complete with periscope, which was a popular exhibit at the Boat Show.

### MODEL OF H.M.S. FIFE

There will also be a large model of the new guided missile destroyer, H.M.S. Fife, the first warship to be named after the County. Due to commission shortly, the ship has attracted a great deal of interest locally.

The Royal Marines Youth Activities team will mount displays which can be done by young visitors. There will be a portable cliff for teaching rock climbing, a .22 shooting gallery, and equipment for youngsters to try their hand at mine detecting. In addition there will be a mobile cinema and judo displays.

The objects of Navy Days are to show the Navy to the public; to stimulate interest in the Navy as a career; and to raise money for Naval charities.

# PRINTING?

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## 1689 REPUTATION STILL TRUE

# Londonderry has the charm of 'maidens'

LONDONDERRY is often referred to as the "Maiden City" because of its successful resistance to the siege of 1689, when some 30,000 citizens and refugees held out against James II's army for 105 days, until relieved from the sea by King William's forces.

But jolly Jack may call it that for another reason—the female population is said to outnumber the male by six to one!

'Derry,' however, is considered a 'good run ashore' for other reasons as well. The locals are very friendly, and happy to have the Navy among them. Good relations abound, particularly with the Royal Ulster Constabulary.

There are many eating, drinking and dancing places available locally, and good sailing, fishing and golfing facilities which are also open to visiting ships.

If the urge is felt to 'go foreign,' the Eire Republic border is not far away, and is served by a good bus service.

One of the many attractions for married men is the number of married quarters. There is rarely any waiting list, and men serving in the 2nd Frigate Squadron are entitled to accommodation if they so desire.

Londonderry is, of course, the headquarters of the Senior Naval Officer, Northern Ireland, and H.M.S. Sea Eagle, situated on the banks of the River Foyle, is the home of the Joint Anti-Submarine School, where advanced anti-submarine warfare training is carried out, and also of the Operational Evaluation Group, where the settings of our naval exercises are planned and the results analysed.

## 'GOOD RUN ASHORE'

There is a resident Frigate Squadron, submarines are on loan from the Home Fleet, and naval helicopters operate out of Ballykelly 14 miles away.

During the year, many Home Fleet ships and R.A.F. Coastal Command Squadrons pass through the school. In addition, a number of squadrons from NATO nations receive instruction both in theory and in practice.

Many of the courses have aircraft from the U.S.A. and Canada participating, and some of the U.S.N. officers come from as far away as Pearl Harbour in the Pacific.

Sea Eagle has a complement of approximately 500 naval personnel, including about 100 Wrens.

Being the main naval establishment in Northern Ireland, it has to meet many commitments—from providing the Ceremonial Royal Guard and Step Lining Party for the State Opening of the Northern Ireland Parliament, to the bi-annual Sea Eagle Fair, which is in effect the Navy Day of Londonderry.

Although the Navy in Northern Ireland operates principally from Londonderry, there is the Royal Naval Aircraft Yard Sydenham, at Belfast, where large-scale modifications to naval aircraft, including Buccaneers, are carried out.

The yard employs mainly

civilians, but has a Captain R.N. as Superintendent, and naval officers as the management.

Also in Belfast is H.M.S. Caroline, the headquarters ship for the Ulster Division, R.N.R.

H.M.S. Sea Eagle is due to close in about three years, when the Joint Anti-Submarine School will move to Plymouth. The opportunity of seeing something of the Emerald Isle at Service expense is fast running out, so don't dodge that draft if you are lucky enough to get one.

## A TALE OF THE CLYDE

The Clyde 'puffer' is now almost no more—those tiny cargo boats which impudently plied from Glasgow up and down the West coast of Scotland.

Not many who know these waters will have failed to see these tubby little craft—all hold, with the boiler behind, four men and a derrick—as a famous skipper once said of the breed.

Even those who never clapped eyes on the real thing knew of the puffer, because of the amusing film, 'The Maggie,' but many years before 'she' appeared, a Scots writer, Neil Munro, writing under the name of 'Hugh Foulis' in the Glasgow 'Evening News' (which ceased publication some years ago) immortalised a puffer and her eccentric crew.

The 'Vital Spark' was her name, and her skipper, one, Peter MacFarlane, better known to his intimates as Para Handy.

These stories with their insight into the highland character and humour enriched the Scottish literary scene on its lighter side, and

endeared themselves to thousands of Scots.

It goes without saying, television, ever hungry for stories, seized on them avidly, and Para Handy lives again with his crew, sailing in and out of scrapes galore.

It seemed only appropriate that the crew of the revitalised 'Vital Spark' should be invited to see over another vessel, which nosed her way through pretty much the same stretches of water—a tender belonging to Clyde Division of the Royal Naval Reserve.

Accordingly the seaward-defence boat, H.M.S. Kingsford lay at Princes dock, Glasgow, awaiting inspection by her visitors.

Para Handy and his crew came aboard. Their rig was not so much 'ones and eights' but 'all sixes and sevens.'

They were welcomed by Commander John Mallard, R.N.R., and Lieutenants Martin Frame and Mike Sandford, two other R.N.R. officers.

The visitors inspected the crew, under the eagle eye of C.P.O. 'Matt' Harrison, one of Clyde Division's R.N. staff. They then proceeded to inspect the ship in no mean fashion, climbing up on everything climbable, and examining everything the like of which the 'Vital Spark' had never seen.

All along we have referred to Para Handy and his crew, but it is only fair to identify them as Roddy MacMillan, who plays the part of the skipper in the TV series; John Grieve, who plays the Engineer, Dan McPhail; Walter Carr, in the role of Dougie; and Alex McAvoy, as Sonny Jim. John Grieve and Walter Carr probably felt very much at home, as they are both ex-Navy Men.

All four are well known in Scotland, and beyond the Border for their stage and television roles.

Left to right in the picture below are—'Dougie' (Walter Carr); 'Sonny Jim' (Alex McAvoy); Lieut. M. Frame, R.N.R.; 'Para Handy' (Roddy MacMillan) and 'Dan McPhail' (John Grieve).



## 819 NAVAL AIR SQUADRON HELICOPTERS —BUSY LIFE

The White Ensign flies in a corner of the R.A.F. Station at Ballykelly and marks the base of 819 Naval Air Squadron which operates the only helicopters in North West Britain.

The Squadron is frequently called upon to do all sorts of odd jobs—anything from taking VIPs to ships, emergency casualties in to Belfast hospital, transporting fodder for cattle in bad weather, and taking electricity board

engineers to remote breakdowns.

The aircraft also embark frequently in ships. In the last two years they have landed on aircraft carriers, frigates and Britain's latest fleet tankers, Tidepool and Olynthus.

First commissioned at R.N.A.S. Eglinton on October 5, 1961, the squadron which is equipped with four Wessex helicopters, moved to Ballykelly two years later. They have their own hanger and self-contained workshops, stores and offices.

The main tasks of the squadron are to provide helicopter support for the Joint Anti-Submarine School at Londonderry and to conduct any trials required by the Operational

Evaluation Group, also at Londonderry.

The Squadron have a forward operating base at Ballycastle, and the cliff-top field they use as a landing ground has become one of the tourist attractions on the Atlantic Coast.

819 Squadron is a popular draft with most of the 80 personnel. The variety of tasks and the close liaison with their hosts of R.A.F. Coastal Command and the ships working out of Londonderry, lead to a busy and happy life.

Two ships of the NATO Matchmaker Squadron, the U.S.S. Garcia and H.M.S. Drenthe, paid an informal visit to Faslane following exercises in the Clyde area.

## Newcomers

Early in January the Command became the home for the newly formed First Mine Countermeasures Squadron. The Squadron which is composed of seven ships—H.M. Ships Nurton (Senior Officer), Lewiston, Brongington, Upton, Monkton, Iveston and Wolverton—is administered by the Captain M.C.M., H.M.S. Lochinvar, and is based at Port Edgar.

The First M.C.M. Squadron is the only U.K.-based Squadron of Minehunters and Minesweepers involved full-time in M.C.M., and therefore has a busy programme of exercises, training and trials, but opportunities arise for the ships to visit ports around the coast of the United Kingdom, and on the Continent. Recently ships from the Squadron visited West Hartlepool, King's Lynn and Sunderland, after taking part in an exercise off the North East coast.

## POLARIS DOCK FOR FASLANE

Lady Hopkins, wife of the Commander-in-Chief, Portsmouth, (Admiral Sir Frank Hopkins) will 'launch' the Navy's Polaris floating dock, being built at Portsmouth, on May 27.

About 600 men have been involved in the work, which started in the spring of 1964. About 550 feet long and 92 feet wide, the 'launching' will consist of floating up the dock in the basin in which it is being built.

Before the end of the summer the dock will be towed to Faslane, Scotland, where the Royal Navy's Polaris submarines are to be based.

## 'DANGER MEN'S' RICH HARVEST

THE 'Danger Men' of the Scotland and Northern Ireland Command Bomb and Mine Disposal Team—who sometimes travel on horseback to reach isolated parts of the coast—are having a fruitful year.

In the first three months seven mines, three bombs, two rocket warheads, a hand grenade and numerous other smaller items of an explosive nature have been disposed of.

Two of the most interesting jobs tackled this year were the rendering safe and disposal of an unknown type of river mine found at South Shields, and a World War I British buoyant mine at the fishing port of St. Abbs.

The river mine at South Shields had been trawled up by a fishing boat off the mouth of the River Tyne and the skipper quickly turned over his unwelcome catch to the Police.

The Disposal team led by Lieut.-Cdr. A. J. Fletcher inspected the mine and found that the detonators and primer were still in the main charge and would have to be removed before the mine could be transported through a densely populated area in their Land-Rover. Surrounding buildings, including the Police Station were evacuated as the delicate work went on. About 30 minutes later the two detonators and primer were removed to a stretch of a beach nearby and destroyed by counter-mining.

The main charge and main case were then transported back to base where the main charge was steamed out of its case and burned. The main casing was sent to the Mine Museum at H.M.S. Vernon.

The First World War vintage mine was trawled up off St. Abbs Head, secured on the deck of the fishing boat and brought into the port. When the team arrived to deal with it the wind was blowing about Force 7, it

was dark, the temperature was just above freezing and it was snowing.

Encased in five fishing trawls, the mine was identified as a British Mark 2 moored contact mine and appeared to be in good condition. As the weather was too rough outside the harbour to dispose of the mine by countermining it was decided it would have to be rendered safe on the spot.

Police evacuated the inhabitants of nearby houses as the team attempted to remove the detonator which stubbornly refused to budge. It was then decided to remove the mechanism plate which would separate the detonator and primer from the main charge. This was completed successfully and the local inhabitants were allowed to return to their homes.

The Bomb and Mine Disposal Team has now been amalgamated with the Port Diving Team at H.M.S. Safeguard to form the Scotland and Northern Ireland Command Clearance Diving Team. This will enable the already very active divers to undertake bigger tasks and the combined resources will increase efficiency and effectiveness.

## Nelson's razor

Lord Nelson, in command of H.M.S. Albemarle in 1781, was employed on Fishery Protection duties. The most prized possession in the Captain's Fishery Protection Squadron's cabin, in H.M.S. Blackwood, is Nelson's razor, and by tradition, on October 21 each year, the Captain puts it to use on his own chin.





# PIRACY KEPT DOWN BY NAVAL PATROLS

## Indonesian policing

### Exciting life



WREN SUSAN DAVEY, busy in her temporary office in Aden. Susan, aged 24, whose home is at 8 Millers Gardens, Wells, Somerset, was recently lent to H.M.S. Sheba, in Aden, for temporary duty. Keen on riding, sailing, and swimming Susan is now back in London but before leaving Aden she remarked that life in the W.R.N.S. was exciting and fascinating. She could not understand why more girls did not join. It was a terrific thrill to have the chance of going abroad.

### Gift from the Hampshire

H.M.S. Hampshire (Capt. F. Hayden, R.N.), left Portsmouth on April 21 for the Far East and, apart from the families who will be thinking of their menfolk, at least one other will be grateful to the ship's company.

On April 18, on behalf of the ship's welfare committee, C.P.O. Robert Barrass presented a cheque for £250 for a guide dog to Mr. W. H. Binning (Guide Dog for the Blind Association South-West Appeals Organiser).

Mr. Binning, in thanking the ship's company for the cheque said that there were now 7,072 dogs 'in service.'

He presented a silver model of a dog to the ship.

## ROYAL YACHTSMEN GO TO TROPIC PARADISE

ON completion of the royal tour of the West Indies, H.M. Yacht Britannia left Jamaica on March 6, arrived at the northern end of the Panama Canal on March 8, and set out the following day to cross the Pacific.

The eight-hour transit of the canal kept everyone who could be spared on the upper deck. Leave to visit Panama City was given that night.

The Pacific lived up to its name and the days were warm, sunny and calm. During the Days there was keen competition at deck hockey and deck tennis, while the more zealous did circuit training.

Regular training was also carried out by the Britannia Cycle Club. Pedalling round the upper deck, which would be difficult even on the yacht's broad stabilised decks, was out of the question because of all the sun worshippers.

The club has a pair of rollers on board and these were in great demand. The club was started two years ago by C.E.R.A. D. Warner, a well-

TAWAU, a small trading port in Sabah, the eastern-most state in Borneo, and a place which has been mentioned over and over again in 'Navy News' since the Indonesian 'confrontation' began, was once one of the most lawless spots in the world.

Pirates killed and pillaged almost at random, and for several years the Royal Navy has helped to police the area and reduce the pirates' activities.

With the start of confrontation three years ago, and the increase in the number of ships deployed by the Royal Navy, the pirates have become even quieter.

But the role of the ships has changed little—anti-infiltration patrols taking the place of piracy patrols—and with Tawau being only a few miles away from Indonesian territory the place has been the centre of much activity.

A ship which first went to Tawau in January, 1964, and has been a frequent visitor to that part of the world ever since, is H.M.S. Dufton, a 'Ton' class coastal minesweeper (425 tons, full load).

Dufton has recently completed two months on anti-infiltration patrol duty and is now in Hong Kong waiting for an air-conditioning system to be installed in the ship.

She is the leader of the 8th Mine Countermeasures Squadron and is the last ship in the Far East Fleet, with the exception of three seaward defence boats to get air-conditioning.

The normal period of patrol duty in the area of Tawau is one month, but to allow the other minesweepers in the 8th M.C.M. Squadron to get air-conditioning, Dufton agreed to

do two months. The five officers and 31 ratings of the ship will readily agree that two months in such conditions is a bit of a strain.

Patrol work can be boring in the extreme. Innocent barter traders, some from Indonesia itself, go to Tawau to trade copra and rubber, but these barter vessels, usually jong-kongs (sail) and kumpits (engine-driven), could so easily be 'wolves in sheep's clothing,' carrying Indonesian terrorists.

So, in order to stop any seaborne infiltration, the barter traders and any other suspicious craft have to be stopped and searched.

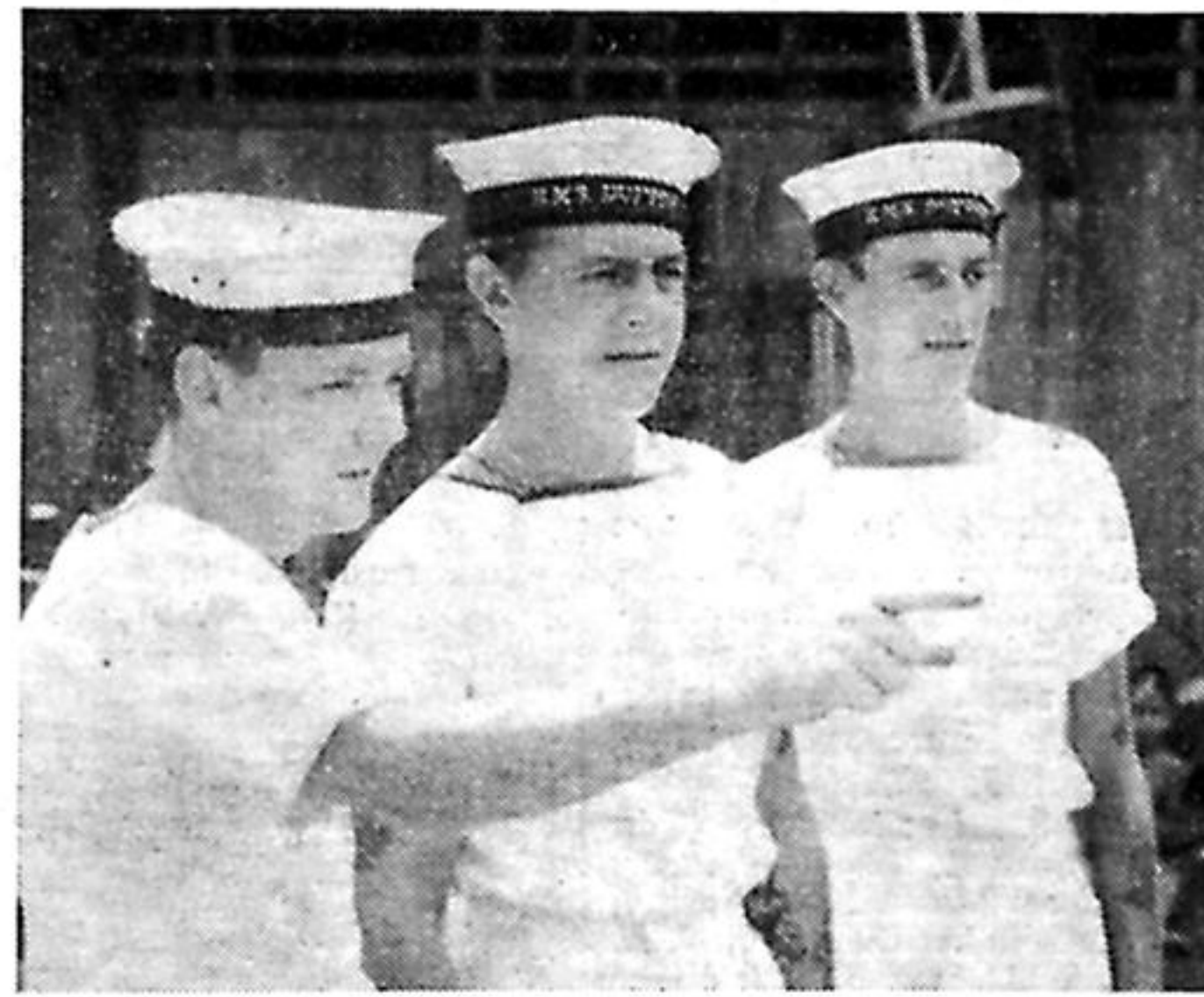
The smaller craft did not present much of a problem, but when the larger, engine-driven kumpits had to be stopped, the order 'Kumpit close-up' meant that no chances were taken.

The Dufton's forward-mounted bofor gun went into action station and sailors with Bren machine guns manned the bridge and ship's side.

An armed party then went on board the kumpit and carried out a search of the vessel and its cargo.

After the ship's search the kumpit was handed over to the civilian authorities in a special anchorage at Tawau and a more extensive inspection was made before trading was allowed.

H.M.S. Dufton has been used in similar roles since she was first commissioned in 1955.



E.M. John Heron from Bolton, A.B. Robert Dale from Mannington, and A.B. David Upham from Taunton, ashore in Sandakan, a small trading port in the Tawau area. All are serving in H.M.S. Dufton.

After being based at Malta she was engaged in coastal patrols off Cyprus during the Eoka troubles.

In 1959 she was placed in reserve, but three years later was on her way out to the Far East. The following year she was employed in anti-immigration patrols off Hong Kong—checking the large number of refugees that were swarming into the British colony from Communist China.

Lieut.-Cdr. Richard Lees, R.N., the commanding officer, is an experienced hand at anti-infiltration patrols. Before taking over command of Dufton in August, 1965, he was in command of H.M.S. Wilkieson, another minesweeper.

That ship was then engaged in patrols in the Singapore and Malacca Straits and the north-west coast of Sarawak, the other state which comprises Malaysian Borneo.



A 'Ton' class minesweeper—H.M.S. Wilkieson—commanded by Lieut.-Cdr. Lees before he became captain of H.M.S. Dufton.

capitous mountain plunging into a clam lagoon, and surrounded by a shallow reef covered in the most spectacular coral.

The day was left free for everyone to follow their own pursuits, and in the evening a party was held in the small Polynesian-style hotel, the Royal Marine Band playing for a memorable dance.

### RECORD BROKEN

The gathering broke all attendance records for Bora-Bora, and severely tested the structure and foundations of the hotel.

The passage was resumed at day-break, and Britannia arrived at Suva in Fiji, on April 1 to prepare for the arrival of Queen Elizabeth The Queen Mother, for her tour of Fiji and New Zealand.

The Queen has approved that chief petty officers and petty officers may remain seated when drinking the Loyal Toast when they are dining formally in their messes, both ashore and afloat.

### NEW COURSE BEFORE BEING CONFIRMED

The Admiralty Board has decided that as from mid-October next, the existing C.E.R.A. and Ch.Mech. course at H.M.S. Sultan shall be replaced with a three-month professional course arranged specifically as a prerequisite to confirmation in the rate.

The course will be arranged during the time as Act. C.E.R.A. or Mech., and the regulations for the ward of the Charge Certificate and advancement to Act. C.E.R.A./Mech. will remain as at present, except that the time at which application for examination for Charge Certificate has been changed.

The new arrangement will not affect the earliest time at which a rating may be advanced to Acting Chief.

Work has started on a barrack block and other buildings at the R.M. Barracks, Lympstone, Devon. The contract, valued at just under £400,000, was awarded to the Lovell Construction Group.

## Warning on Navy—from the R.A.F.

MARSHAL of the Royal Air Force Sir Arthur Harris, writing to the Daily Telegraph in the correspondence concerning the Battle of Jutland, said that there was an aircraft carrier with the Grand Fleet (he had forgotten the name), and it had just completed successful trials.

She was forgotten when the Fleet put to sea, but went out on her own initiative. She was overtaking the Fleet, and would have been with it before the battle, when her absence gave rise to an exchange of signals as to where she was. She was told to return to harbour.

Marshal Harris continued: "As the decisive nature, and indeed near loss, of the battle, was due to Jellicoe's lack of knowledge of the whereabouts of the German Fleet, the mis-handling of the available air reconnaissance facilities by those responsible was largely to blame."

"I still assert that this country will neglect the Navy at its peril."

### Royal visitor

Princess Marina, Duchess of Kent, will visit the Royal School for Daughters of Officers of the Royal Navy and Royal Marines, Haslemere, on the occasion of its 125th anniversary celebrations on July 8.

### NO OPEN DAY

LAST year over 36,000 visitors entered Chatham Dockyard to visit the ships open to visitors, but in 1966 it is regretted that no Open Day can be held.

An Open Day can only be held over a Bank Holiday period and this year it has proved impossible to have at Chatham at such a time a representative cross-section of ships.

The ships there will be deep in the throes of refit.

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## Two Londons



## 'COCKLESHELL HEROES' DAY

## Survivors at plaque unveiling

TO commemorate those Royal Marines who lost their lives in Operation Frankton, the raid on shipping in Bordeaux, in December, 1942, a plaque was unveiled and consecrated in St. Nicholas Church, in the town, on April 3.

H.M.S. Londonerry (Cdr. W. J. Soames, R.N.), visited the port from March 31 to April 4, taking with her Lieut.-Col. P. R. Kay, R.M., commanding officer of the Amphibious Training Unit, Royal Marines, and five members of the Special Boat Company of his unit.

A contingent from the ship marched through the street of Bordeaux, led by two pipers of the Royal Inniskilling Fusiliers, T.A.

H.M.S. Londonerry has a strong liaison with the city of Londonderry and the Fusiliers, whose headquarters are there, and the pipers sailed with the ship for the visit.

Col. Haslar and Marine Sparks, the only two survivors of the raid, attended the ceremony, in company with relatives of those who lost their lives, and members of the French Resistance who helped the survivors to escape.

(The film "The Cockleshell Heroes" told the story of this gallant raid, which was led by Lieut.-Col. H. E. Haslar.)



The townspeople were most hospitable and visits were arranged to local vineyards.

During the visit 6,100 people visited the ship, the pipers being of particular interest.

As the frigate proceeded down the Gironde after the visit, a wreath was dropped in the river in the position where some of the Royal Marines lost their lives.

H.M.S. Londonerry has recently returned from the Far East and is now on the home leg of her general service commission. She will be visiting the city of Londonderry before the next foreign leg of her commission.



## Two winners

Wren Ann Brewer of the R.N. Air Station, Culdrose, in her canoe on the River Fal. Recently she achieved the Duke of Edinburgh's Gold Award. Among her many activities Ann, who is a switchboard operator, helps at the local Cheshire Home. She joined the Wrens in March, 1964.

J.R.O. D. C. Poynder, of H.M.S. Mercury, the Royal Navy Signals School at Petersfield, after the Royal Naval Saddle Club race for the Courage Cup at the Garth point-to-point at Tweseldown, near Aldershot. Riding his father's horse, Domstar, he finished third, and won the Warrander Challenge Cup for the first time. His father, Lieut.-Cdr. C. F. T. Poynder, R.N. (ret.), won the race.

CURRENTLY undergoing a refit in H.M. Dockyard, Portsmouth, is the guided missile destroyer H.M.S. London. Her commanding officer is Capt. D. N. Forbes, D.S.C., R.N., who was navigating officer of the cruiser London in 1949 at the time of the Yangtze incident.

A navigation specialist Capt. Forbes has recently completed an appointment as Director of Navigation and Tactical Control at the Ministry of Defence. He relieved Capt. J. Bartosik, D.S.C., R.N., who was recently promoted to Rear-Admiral.

During her first commission London sailed 60,000 miles, visiting more than 20 countries, finally serving for a year with the Far East Fleet.

A memorial service for Admiral Sir John Eccles was held at St. Martin-in-the-Fields, on April 14.

## 'Hodgson's Pools' swelled collection

A DINNER and dance was held at the Guildhall, Portsmouth, on April 22 to celebrate the 40th anniversary of the Portsmouth branch of the Royal Hospital School Old Boys' Association.

Among the 270 people present were Mr. N. A. York, the headmaster of the school, and Mr. J. P. W. Mallalieu, M.P., the Minister of Defence (Royal Navy), and Mr. J. Nye, the Deputy Lord Mayor of Portsmouth.

Lieut. C. W. Hall, R.N. (ret.), president of the Portsmouth branch, welcomed the guests and paid a special tribute to Mr. 'Ron' Palmer, the only surviving member who helped to found the Old Boys' Association 40 years ago.

The president thanked the governors of the school for their continued support and he asked the headmaster to accept three volumes by Sir Winston Churchill for the school library.

## THREE FLAG OFFICERS

In his reply the headmaster spoke of the development of the school since its formation, its famous Old Boys, three of whom reached flag rank, mentioning the fact that of the Six Special Duties branch officers to be promoted to commander, two were ex-Royal Hospital School boys.

There were now 700 boys at the school.

In an entertaining speech the Minister of Defence (Royal Navy) proposed the toast of The Association.

He recalled an occasion when, in 1944, he sat in the Seaman's hut in the Naval Barracks, Portsmouth, with a brand new stripe on his arm, when a young Ordinary Seaman entered his office and requested permission to talk politics.

That rating is now Mr. James Callaghan, Chancellor of the Exchequer.

Mr. Mallalieu said that, later, he relieved Mr. Callaghan as Chairman of the Governors of the Royal Hospital School, and this was one of the best things that had ever happened to him.

The Minister referred to the school as "the most exciting school in the country," and one for which he had a real love.

It was a comprehensive school in everything except that there were no girls—modern in outlook—creating good, upright

## FAREWELL GIFT

CAPT. D. J. Tucker, V.R.D., R.N.R., who has been in command of the Solent Division R.N.R., since 1962, retired on March 26, having served in the Division for about 17 years. He and Mrs. Tucker were presented with an inscribed silver salver by the officers of H.M.S. Wessex. His relief is Capt. J. S. Clarke, V.R.D., R.N.R., who has been in the Solent Division since 1949.

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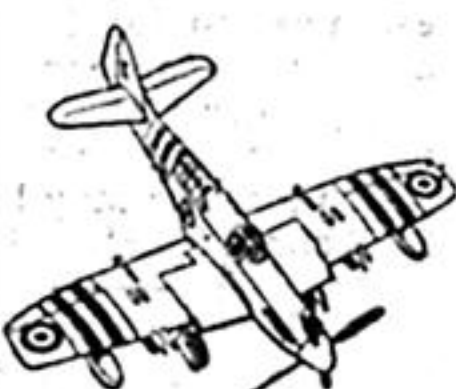
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# Royal visit to Collingwood

PRINCESS Margaret is to visit H.M.S. Collingwood on July 26 to open six new accommodation blocks—stage two of the establishment's 'face-lift.'

The first four blocks, costing £700,000 each, were opened in September, and completion of the whole reconstruction programme in 1973 will have entailed an expenditure of £5,000,000.

The Royal visitor will see the latest ideas in luxury for the lower deck, the accommodation being superior to that provided for officers in many establishments.

As well as marking the end of the 'wooden hut' era, the Collingwood programme is an indication of the importance attached to the skill and standards required of the men without whom the Fleet could not operate.

Collingwood opened as a new entry base 26 years ago, and has been responsible for training the Navy's electrical experts ever since.



Photo 'Evening News,' Portsmouth

## Pub 'freedom'

WAS it really true that men of the Tribal class destroyer Haida once got free beer in every pub in Plymouth?

This is quoted by the Canadian armed forces magazine 'Sentinel' in a review of a paperback 'Haida,' by Lieut.-Cdr. William Selater, R.C.N.R. (retd.).

The author says Haida was 'Canada's fightingest' warship of the Second World War. It was reckoned unofficially that she sank two German destroyers, a U-boat, and 15 other ships from her commissioning in a British yard in 1943 to her return in late 1945 to Canada.

## Unions worried

ALTHOUGH many five-day week civilian workers earn extra money from week-end jobs, unions seem to get restless when Service men take an opportunity to do likewise.

The Trades Council at Portsmouth has protested in the past about Service men taking employment in their spare time. The reply they got from the Commander-in-Chief was that Service men were at liberty to take jobs during leave periods if they so desired.

Now the Trades Council has another complaint—from a

## PRINCESS MARGARET

printing union, 'deploring the use of Service men on work normally carried out by union members.'

The Executive Committee is going to think about it.

## Bands for finals

TWO important engagements to be undertaken by Royal Marines Bands will be the Cup Final at Wembley on May 14 by the Band of the Royal Marines School of Music with the Band of the Commander-in-Chief, Home Fleet, and the World Cup Final, also at Wembley, on July 30 by the Portsmouth Group Band with the bands in Portsmouth Command.

## 'D-Day' nave

ON June 6, the 22nd anniversary of the invasion of Europe—'D-Day'—Field-Marshal Lord Montgomery will lay the foundation stone of a Nave to complete Portsmouth Cathedral as a commemoration of the event.

Representatives of most of the scores of Units which took part will be at Portsmouth and a joint committee of the Services will be responsible for Guards of Honour with the band of the Royal Marines.

# NEPTUNE'S SCRAPBOOK

WHEN a ship the size of H.M.S. Eagle visits a port, even such a shopping centre as Aden, local traders wonder whether their stocks can cope with the demand. When Eagle last visited Aden £1,700 was changed into local currency before arrival, and money changing went on furiously throughout the stay. What a spending spree—from watches at 10s. to £100 tape recorders. Steamer Point seemed quite empty of goods when the carrier left.

## Arethusa appeal

A SPECIAL appeal is being launched this year to mark the centenary of the Training Ship Arethusa, the four-masted barque moored near Rochester and which provides a home and school for 240 deprived boys.

The target is £100,000 for, besides the usual running costs extensive refitting of the ship herself becomes due from time to time. Tents and boats are needed for Outward Bound courses and the Sanatorium is lacking in vital equipment.

Over 14,000 boys have been trained since the ship was first commissioned in 1866 following a supper given by the 7th Earl of Shaftesbury for the homeless boys of London.

Nowadays it costs over £390 to keep a boy for a year (20 times more than in 1866).

Happily boys are no longer found destitute and starving, but there are still far too many lads of character and ability whose futures are clouded by broken homes or an unhappy childhood. It is to these that Arethusa offers a special welcome.

Arethusa is the only British training ship left afloat which caters primarily for non-officer pre-entry training. It is worth mentioning, however, that in the last five years alone, 54 boys have launched out on courses leading to officer rank in both the Royal and Merchant Navies.

## 'Pepper Pot' officer

FLAG Officer, Medway, and Admiral Superintendent, H.M. Dockyard, Chatham, since December, 1963, Rear-Admiral L. T. Hogg was promoted Vice-Admiral to date April 13.

He is to become Defence of

## REVIVED WAR MEMORIES

MEMORIES of D-Day preparations were received for Portsmouth people when they were awoken in the early hours by a convoy of tanks on their way to the Dockyard. Sixteen of the 60-ton monsters were taken by transporters and loaded aboard the commando ship H.M.S. Fearless, for combined operations trials. Doors and windows rattled as the transporters rumbled through the streets.

Services Secretary next September.

During the Second World War he served in H.M.S. Penelope the cruiser which became known as H.M.S. Pepper Pot because of the holes made in her when she was in Malta.

When serving in H.M.A.S. Napier during the Battle of Crete he won the D.S.C., and he gained a Bar for Channel operations in H.M.S. Mauritius in 1944.

## Berwick takes over

H.M.S. Berwick (Cdr. F. E. Dick, R.N.) has relieved H.M.S. Plymouth as the ship responsible for intercepting tankers believed to be bound for Beira.

The change is a routine one. It will be recalled that H.M.S. Plymouth (Capt. T. E. Fanshawe, R.N.) intercepted the tanker Ioanna V on April 4.

## Victory clues

WITH one glance, Sherlock Holmes could tell that you were a left-handed soda-fountain operator with a partiality for draught Bass.

For most other mortals, searching for clues is a much more painstaking business, as has been found out in efforts to provide authentic furniture for Nelson's flagship Victory.

One unusual source of information lay in a dozen models of ships of the period, and pencil-torch searching through stern windows elicited valuable help about fittings used in ships Nelson's day.

# H.M.S. FEARLESS 'Old-timers' visit new type of ship

THRILLED and honoured though they were by their visit to the combined operations ship, H.M.S. Fearless, on April 16 at Portsmouth, 20 men who had served in ships of the same name during two wars, still had great regard for the ship in which they had served.

As one of them put it "Marvellous, but it would be hard to beat the spirit of our ship."

Among the guests of the new ship were some who had served in the four-funnelled light cruiser of 1912 which, during the First World War, had operated from the Russian port of Murmansk as parent ship of the submarine flotilla.

Others had served in the 'F' class destroyer which took part in the Norwegian campaign, during which she sank a U-boat and captured another vessel, and later took part with Force H in the Mediterranean.

That destroyer was sunk by aircraft in 1941.

Among the guests was Capt. K. L. Harkness, C.B.E., D.S.C., R.N., who commanded the destroyer Fearless.

Mr. H. B. Gill (72), who served in the cruiser Fearless in the writer branch, felt that the Navy today isn't what it was. He said "We had difficulties

all right, and strict discipline, but it gave you efficiency and you never had a hair out of place, either on or off the ship."

The real 'old-timers'—those who had served in the cruiser, sold in 1921, and which was both coal and oil fired—considered that the biggest advance in shipboard comfort was the introduction of oil fuel in warships.

Recalling the way the whole of the ship's company handled the coal, their feelings could be summed up quickly—"It was horrible." After lunching on board and touring the ship, the guests were given mementoes of their visit.

A combined memorial service for General Sir Lewis Halliday, V.C., and Lieut. N. A. Finch, V.C., was held at St. Andrew's Church, Royal Marine Barracks, Eastney, on May 3.



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Nobody likes going into hospital, but who could feel 'under the weather' with such charm around? The young lady is 19-year-old Monica Eileen Orme, of Leicester, the 1965 winner of the prize for the best all-round student nurse at the Royal Naval Hospital, Hasler. This month Monica is heading for the sunshine—the R.N.H. at Malta.

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## THE ROYAL NAVAL ASSOCIATION

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### New lease of life for London branch

WHEN a special meeting was called to discuss the closure, or amalgamation with another branch, there was a majority vote to close down the Central London branch of the Royal Naval Association.

Another meeting intended to be the last, was called, but so many of the older members, who had been so concerned at the closing of the branch, turned up and the vote of the previous meeting was rescinded.

A new impetus was given to the branch and it is on its way to becoming one of the most progressive branches in No. 1 area.

Last year, for the first time, the branch took part in the Lord Mayor's Show, and many compliments were received regarding the bearing of those taking part.

The annual dinner and dance could not be held last year, but this year it was held in H.M.S. Chrysanthemum and the demand for tickets was overwhelming.

#### CHANGE OF NAME

At the recent branch meeting it was decided to change the name of the branch to 'City of London.'

It was a sad decision for some of the older members, who have such long and pleasant memories of 'Central,' the oldest of the No. 1 area branches.

The new name, however, is considered to be more appropriate, as many of the members work and live in the City, and also hold various public offices. At least six are either Company or Ward Beadles.

The previous branch secretary, Shipmate John Langdon, had to retire from the post because of domestic matters and the pressure of his employment.

He served the branch faithfully and never gave up hope of keeping it together.

His office has been taken over by Shipmate T. C. ('Tancy') Lee, who has also been appointed as a member to the Area Council.

Plans are being made for more social activities as a fund has been started for the purpose of acquiring a new Standard.

### NEW FACES AT DAGENHAM

The Dagenham branch of the Royal Naval Association has been going great guns lately, with emphasis on social events.

Thanks to Shipmate John Decort, the branch treasurer, the social programme for 1966 is virtually full, with dances, socials and dart matches, to say nothing of 'the weekly 'get-together' at the Catholic Social Club, Oxlow Lane, Dagenham, on Sunday mornings.

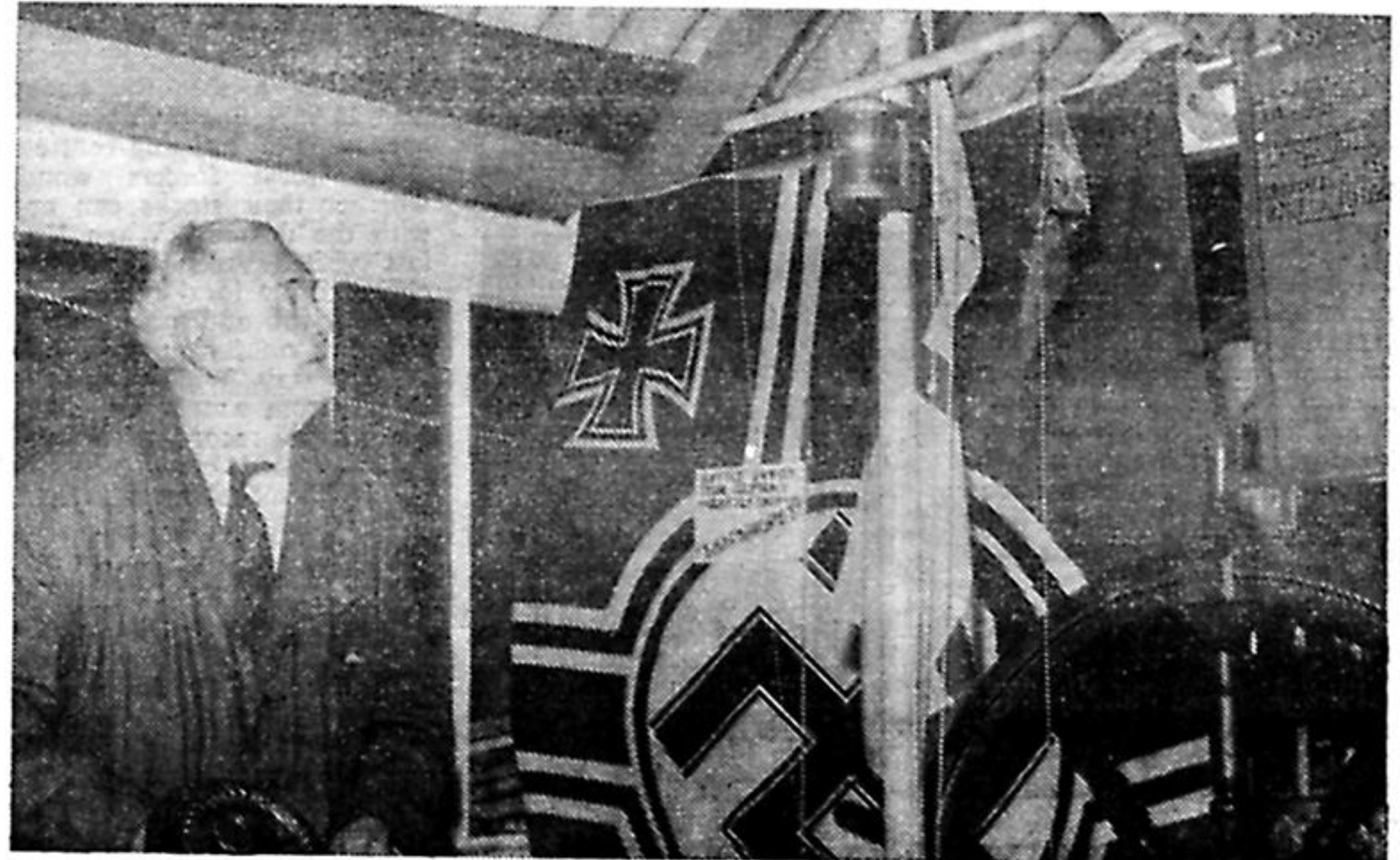
The last three dances were great successes, and the committee are being pressed for more of them.

The branch's oldest stalwart, Shipmate Jack Pennells (84), is still going strong. He missed the last dance as he decided to take his girl friend ('Topsy') to the pictures instead.

Those who had been in office for a number of years proposed at the last annual general meeting that there should be some new faces at the top table, and the new chairman is Shipmate Jack Mathews; secretary, Shipmate 'Fred' Gradley.

The branch president is Shipmate L. Macgowan.

## ASHFORD STAGES OWN RECRUITING DRIVE



Shipmate 'Don' Murray and some of the Ashford branch relics which were on show in a local store.

WHILE the headquarters of the Ashford (Kent) branch of the Royal Naval Association at the Somerset Arms were being re-decorated, Vice-President Shipmate L. G. ('Don') Murray took the opportunity of displaying some of the branch relics at his store in Romney Road, Willesborough.

The items on display included the ship's bridge, with port and starboard lights burning, the battle ensign of the German battle cruiser Scharnhorst, together with an ensign

from H.M.S. Ark Royal, sunk on November 14, 1941.

Other items were a clock from the operations room of U-boat U.77, a ship's bell from the stone frigate H.M.S. Lynx (Dover, 1939 to 1946), a large compass, part of a binocular and many paintings, pictures and etchings of famous vessels.

Shipmate Murray, a founder member of the Ashford branch said that the display was part of a recruiting display to bring in new members and it certainly attracted a considerable number of visitors and enquiries.

He had a busy time explaining all the items on show and it is hoped that the display will attract some, at least, of the 500 ex-Navy men living in the town.

#### WEST COUNTY HOLIDAY

The 'Messdeck Dodger' from Ashford reports that 41 shipmates are to be entertained by the St. Austell branch of the Association in May.

Members of the Ashford branch are holidaying in the West Country during May, headquarters being at Newquay. The visitors will be at St. Austell on May 27 and during the week's visit—May 21 to 28—they hope to see many shipmates.

There were not many changes after the annual meeting, but there was some younger blood in the offices of chairman and vice-chairman, these offices being filled by Shipmates 'Chick' King and 'Sailor' Searle, respectively.

The reporter from Ashford reports that an ex-chairman of the branch, Shipmate 'Mickie' Owen died recently after a long illness.

Shipmates attended the funeral, the coffin being borne by two shipmates and two ex-Royal Engineers. Shipmate Owen being chairman of the Ashford branch of the R.E. Old Comrades' Association.

### Fulham 'captures' Foreign Secretary

THE principal guest at the annual dinner of the Fulham branch of the Royal Naval Association was Mr. Michael Stewart, M.P., the Foreign Secretary.

Before leaving, the Foreign Secretary was made an honorary member of the Association, being presented with his Association badge and tie.

Making the presentation, the Fulham chairman asked Shipmate Stewart to wear his R.N. Association tie in the House of Commons the next time it came to voting against the Navy having another carrier.

The little 'dig' was taken in good part by the Foreign Secretary, and he said he would con-

sider wearing the tie in the House.

The whole evening went off splendidly, thanks to the very hard work of Shipmate Herbert, the social secretary.

Among the guests were the Deputy Mayor of Hammersmith and his wife, and representatives from nearby branches.

### CHANGING NAVY WILL NOT ALTER ITS SPIRIT

Times and ships might change, but the spirit of the Royal Navy will always remain the same.

That was the theme of Dame Joan Vickers and Cdr. P. E. Bailey at the annual dinner and dance of the Plymouth branch of the Royal Naval Association.

Both speakers were emphatic that the Royal Navy was very much alive and would always play a major role in the defence, not only of Britain herself, but also of her life-line of merchant shipping.

Before the dinner, the chairman of the branch, Shipmate S. Babbage, presented an honorary member's badge to Mr. Ernest English in appreciation of the great help he had been in the formative years of the branch when he was secretary of the Plymouth Guild of Social Service.

The occasion was one of the most enjoyable ever held by the Plymouth branch and great thanks are due to Shipmate J. May, the National Council chairman, who was a 'prime mover' in the arrangements.

Cdr. Norman Perrett, R.N., will be the parade commander when the Freedom of Gosport is bestowed upon the Fleet Air Arm on May 20.

### JEANIE DEANS SAVED FROM BREAKERS

THE Paddle Steamer Preservation Society has bought and fully renovated an 839-ton steamer which, during the Second World War, served as H.M.S. Jeanie Deans and shot down a bomb-laden German plane as well as crippling two others.

After the war the Jeanie Deans, which led the 11th Minesweeping Flotilla during the war, returned to the Clyde for service with British Railways but, under the Beeching 'axe' became redundant.

But the Preservation Society reconditioned her, and at Whitsun she will start services from London Pier to Southend, Clacton and Herne Bay.

The name has been changed, and it is as she Queen of the South that she will carry her 1,000 passengers.

### Wear's successes in welfare field

The 'Silent Service' is carried on into civilian life, and it is rarely that news of welfare work by branches of the Royal Naval Association reaches these pages.

In conjunction with the Royal Naval Benevolent Trust, however, branches do an immense amount of good year by year.

In the case of Wear branch, two cases have come to light. In the first case a mini-car was obtained from the Ministry of Pensions for a disabled serviceman, and in another case a man's pension was increased from 20 to 100 per cent.

When the branch held a dinner in the spacious headquarters last month, 250 people enjoyed a first-class meal, followed by dancing until midnight.

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# FAMILIES GO ABOARD FRIGATE

Poor me!

## Nubian's homecoming from the Far East

RELATIVES of the ship's company of H.M.S. Nubian joined the frigate at Spithead on April 12 for the last of the ship's 50,000 miles which she has steamed during nine months' service east of Suez.

H.M.S. Nubian sailed from Portsmouth on June 1, 1965, to take up the duties as Senior Officer of the 9th Frigate Squadron which provides a continual naval presence in the Persian Gulf and on the Middle East Station.

In November she sailed for the Far East Station, becoming the first Tribal class frigate to be seen so far east.

In the Middle East the ship carried out anti-arms smuggling patrols and frequent exercises, and in the Far East she was employed on anti-confrontation patrols, and also provided escort for the carriers Albion and Ark Royal.

Christmas was spent at Hong Kong—as was most of the ship's company's money! Many families and children now have mementoes of the Far East.

The frigate returned to the Middle East in February, was inspected by the Flag Officer Middle East, Rear-Admiral P. N. Howes, and took part in a final exercise before sailing for home.

On Palm Sunday, while the ship was at Malta, Nubian was ordered to stand by the small Italian frigate Urania which was in difficulties some 60 miles south of the island in a severe gale.

Sailing at short notice the ship experienced some of the roughest weather of the commission in company with Urania.

Italian warships relieved Nubian the following morning, and was thus able to keep to her programme for returning home.

Nubian was built in H.M. Dockyard, Portsmouth, being laid down in 1959, launched in 1960 and completed in 1962 at a cost of approximately £5,000,000.

Since then she has completed two commissions on the Middle East Station and sailed over 100,000 miles.

She was refitted in Portsmouth in 1964, and is now about to go into the dockyard for her second refit.

Commanded by Capt. E. G. Brown, R.N., for the last two years, the new commanding officer is Capt. A. J. Miller, R.N. Capt. Brown is soon to take up the appointment of Chief Staff Officer to the Flag Officer Aircraft Carriers.



Leading Seaman Trevor Hall saw his four-month-old son Christopher for the first time when his ship, H.M.S. Nubian, returned to Portsmouth on April 12, from the Far East.

## C.P.O. disgraced, loses badges

AT a court martial in R.N. Barracks, Portsmouth, on April 13 and 14, Elect Mech'n (Air) 1/c Alan Smith, of H.M.S. Daedalus, was charged with striking other chief petty officers, creating a disturbance, and disobeying a lawful command from a superior. He pleaded not guilty.

He was found guilty and disgraced to Elect. Mech'n (Air) 2/c and deprived of three good conduct badges.

The offences took place after a dance and social in a chief petty officers' mess at H.M.S. Collingwood, on March 11.



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## Great music in 'Navy Sound'

WHAT is the Navy Sound? A thousand people will give a thousand answers—unless they saw the show from the Royal Albert Hall televised during the evening of April 19.

'The Navy Sound,' the first of three *Music on Command* programmes, brought to the screen the Band of the Royal Marines School of Music. These accomplished musicians were superb—whether taking part in a parade, a concert ensemble, a dance band, or in a jazz band.

A couple of highlights were Lieut. John Martlew, A.R.C.O., R.N., who, with the band, performed Bach's D minor Toccata on the organ, and a jazz group, the trumpeter being excellent.

Lieut. Martlew is a helicopter pilot from R.N. Air Station, Lossiemouth, and he seemed equally at home in both

spheres, for during his performance a film was shown of him at the controls of a 'chopper.'

Another item was about a young maiden pining for a man, sung by a Wren from R.N. Air Station, Yeovilton, who accompanied herself on the guitar.

Then there was a humorous interval. Members of 41 Cdo., R.M., gave a display of unarmed combat to music.

## Chief has letter from the Queen

CHIEF Petty Officer Writer Thomas J. Lewane, who has been the rating member of the Second Sea Lord's Personnel Liaison Team for the last year, was presented with the British Empire Medal on April 13 by the Second Sea Lord (Admiral Sir Desmond Dreyer).

A note from the Queen was handed to C.P.O. Wtr. Dewane before he received the medal in the presence of his wife, mother, and his wife's sister.

In the letter, the Queen expressed regret that she could not present the medal personally, but sent her "sincere congratulations and best wishes for your future happiness."

The citation says that as a member of the liaison team "he holds a unique position of trust, since it is his duty to explain Admiralty policy on conditions of service to the senior ratings of the Fleet; in a measure he represents the Second Sea Lord on the Lower Deck."

"To sum up, C.P.O. Dewane carries out a difficult job in trying conditions extremely well. In his contacts with all kinds and classes of people he has been a credit to and advertisement for the Royal Navy, and has displayed unswerving devotion to duty, and the highest qualities of a chief petty officer in all respects."

Latest recruiting figures, those for February, show an increase from 283 to 300 in the number of juniors joining the Navy.

## In Memoriam

Lieutenant Commander Michael Christopher Turner, Royal Navy. H.M.S. Victory. Died March 1, 1966.

Cecil Wylie Foster, Sergeant. R.M.10369. 42 Cdo., Royal Marines. Died March 13, 1966.

Wilfred Ernest Frankum, Chief Electrician (A). L/FX. 922827. H.M.S. Daedalus. Died March 14, 1966.

David Henry Caton, Naval Air Mechanic, 1st Class. L/F. 945065. H.M.S. Heron. Died March 18, 1966.

William Frederick Cullum, Petty Officer, Stores Accountant. P/M. 950922. H.M.S. Devonshire. Died March 18, 1966.

Lieutenant James Forsyth Patrick, Royal Navy. H.M.S. Ark Royal. Died March 22, 1966.

Lieutenant Colin Lightfoot, Royal Navy. H.M.S. Ark Royal. Died March 22, 1966.

Sub. Lieutenant Christopher David Charles Cunnell, Royal Navy. H.M.S. Fulmar. Died March 28, 1966.

William Ernest Parker, Ordnance Artificer 1/c, P/MX. 924817. H.M.S. Devonshire. Died March 29, 1966.

Vice-Admiral Sir Isaac William Trant Beloe, K.B.E., C.B., D.S.C. N.A.T.O. Died April 3, 1966.

Helen Margaret Rusk, Petty Officer. Wren. 114818. R.N. Barracks. Eastney. Died April 5, 1966.

## THE ROYAL NAVAL ASSOCIATION

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# HECTIC MONTHS FOR SINGAPORE YACHTSMEN

## Round-the-Island Race attracts record entry

AT a time when most readers will be starting the sailing season in U.K. the sailing fraternity in Singapore are trying to recover their breath after some two months of hectic activity.

Although we sail all the year round, writes Cdr. N. Fitzgerald, R.N. (Vice-Chairman, Far East Fleet Sailing Committee), the principal Regatta season is held in the early part of the year when the N.E. monsoon should produce fresh and reliable breezes. I say should, because Singapore is virtually on the southern edge of the N.E. monsoon wind belt, so that the beginning and end of the monsoon are very variable quantities.

This year, unfortunately, we had a very late start, January being almost over before the winds became consistent.

The Singapore Inter-Service Championships are sailed between teams of twelve helmsmen from each Service, subdivided into three groups, each group sailing two matches against the corresponding group in each of the other two Services, making a total of 12 matches for each Service.

This year the championships were held at Royal Air Force Seletar, on January 22, 23 and 24, and were sailed in G.P.s. (R.A.F.), Bosuns (R.N.), and Fireflies (Army).

Regrettably the N.E. monsoon had not yet set in, and the wind was light and variable for much of the time. This did not, however, prevent the R.A.F.

giving a brilliant exhibition of team racing to win comfortably with 11 matches.

The R.N. team improved considerably on last year's performance to finish second with six matches, leaving the Army to take third place with one.

The championships are concluded by an individual event in each class, in which the only restriction is that a helmsman must not have sailed in the same class during the team event.

The Royal Navy very nearly swept the board in this event, Keith Somerville-Jones (Ark Royal) taking the Bosun, Bill Pym (Kildarton) the Firefly, and Hutch narrowly losing first place in the G.P., due to a minor mishap on almost his last tack for the line.

During the Singapore Island regatta season, the highlight is the 'Round the Island Race' organised by the FARELF Sailing Club, and attracting a record entry of 152 boats this year. For the first time, the race was sailed in a 'clockwise' direction.

Shortened for security reasons, the race was sailed from the N.B.S.C. to R.A.F. Tengah Yacht Club, but although reduced from over 60 to 50 miles thereby, the race was nevertheless an excellent test of endu-

rance for both boats and crews.

After an 04.00 start, from a mile-long line, light airs prevailed until midday, when a steady 15-20 knot breeze came in from the N.E. to last until well after nightfall (7 p.m.).

This gave an exhilarating reach along the South Coast of the island and a steady beat up the Johore Strait to Tengah.

The first boat home shortly before 3 p.m. was an Osprey (Obstropodus), sailed by David Allpress, R.S.Y.C., to finish 4th overall on corrected time, the first three places going to G.P.s. who finished almost an hour and a half later.

Ian Cran (FARELF S.C.) was a very worthy winner in Layang - Layang (3046). Although 200 yards ahead of Layang-Layang when they entered the Johore Strait for the final 12-mile beat, it was disappointing to find Ken Attfield, in Bosun 307, nearly half-an-hour behind Cran at the finish.

It appears, with a particular combination of a short steep loup and a fresh breeze, that a very much better than a Bosun.

Albion reported a similar experience in a mixed G.P./Bosun race at Aden under the same type of conditions.

The majority of entrants were able to finish by the 9 a.m. deadline, except for all four whalers (including the author's) and a few of the slower cruising yachts, who although within sight of the finishing line before dark, were defeated by a strong ebb tide which set in soon afterwards.

## COMBINED SERVICES BEAT THE FRENCH

Inst. Lieut. A. M. Davis, R.N., captained the Combined Services XV on April 16, at Twickenham, against the French Armed Forces and, despite sludgy ground, led his team to a good win by a goal and a penalty goal to a penalty goal.

There were seven Navy men in the Services XV.

The Frenchmen scored first soon after the change of ends, and they held the lead for almost 20 minutes. Golding equalised from a penalty.

With only about four minutes remaining, however, Davis took the ball cleanly from a line-out, and after some clever passing the ball went to Gibson who scored between the posts. Golding converted.

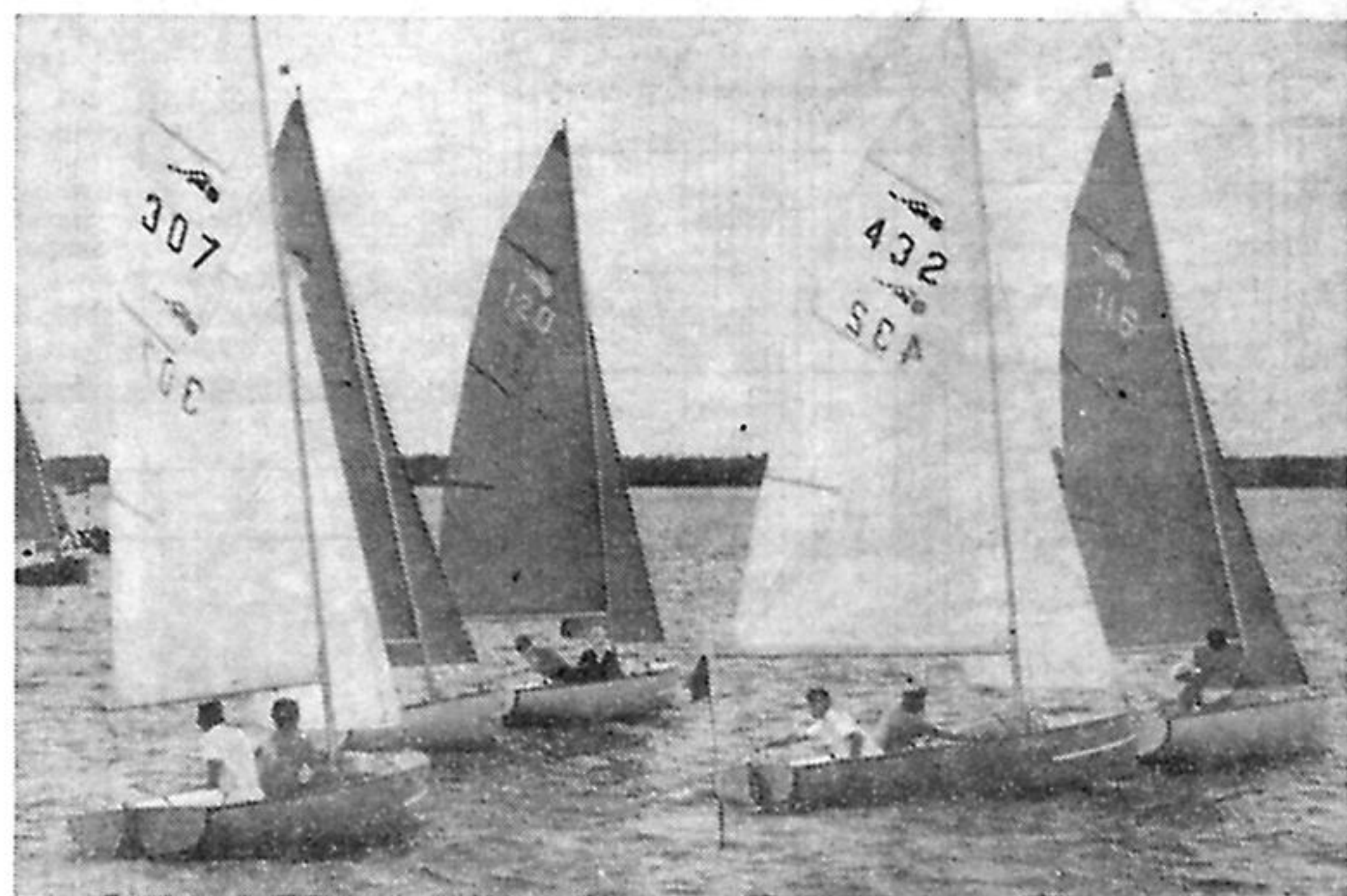
Combined Services:—Surg.-Lieut. P. L. Golding, F. Cader, P. B. Glover, Lieut. C. G. Edwards, E. A. 2 (Air) C. G. Gibson, Lieut. D. M. F. Huthorn, P. Officer M. D. G. Wilkinson, F. Officer R. Hill, Lieut. T. A. Moroney, R.E.A. T. A. Gatehouse, L. (Snn) B. Goodwin, Inst.-Lieut. A. M. Davis (captain), Jnr. Tech. P. J. Larrier, Sub-Lieut. A. P. Hallett, A.B. K. Lavelle, F. Officer A. C. Thomas.

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## Naval surgeon flies to oil rig

Surg. Lieut.-Cdr. E. E. P. Barnard, R.N., of the Royal Naval Medical School, Alverstoke, was flown to an oil rig off Flamborough Head on April 18, to attend a diver who was suffering from 'the bends'.

Lieut.-Cdr. Barnard was flown from Lee-on-Solent to R.A.F. Leconfield, and thence by helicopter to the rig which is stationed 30 miles off shore.



Lieut. Cronhelm, R.N.Z.N.N., in 432, tacks to clear, immediately after the start of the Bosun class race in the Fleet Sailing Regatta. Ahead of him is Ch. Shpt. Crawford, H.M.S. Triumph, in 116

## Soccer team makes it a double

FOR the first time since 1948 the Royal Navy are the holders of both football championships in the Inter-Service tournaments.

As reported in the April issue of 'Navy News', the Royal Navy won the Rugby Inter-Service title and, on March 30 by beating the R.A.F. by two goals to nil, the same score as they beat the Army in the previous week, the team showed its superiority.

The soccer win was a repeat of the 1963/64 season, the only difference being that the Navy team this season showed a 'nil' score against them.

In the match against the Army the Navy scored both goals in the last five minutes, and it was only its fine defence that saved the situation.

Against the R.A.F. the Navy defence was again superb. Goals came in the 29th minute (from a penalty) and in the 69th minute.

Although the Navy XI started the season somewhat shakily the team improved with each match and, of the 11 fixtures, five were won, five were lost and one was drawn.

### CAPTAINED ALL MATCHES

A special recommendation should be given to Chief Petty Officer 'Jimmy' Coates who captained the victorious Royal Navy XI in all of the 11 matches.

It was, indeed, a most successful climax to what, for him, must be the most successful of his 13th season in the Inter-Service tournament.

Other 'ever - presents' were A. B. Gray (Excellent), P. O. Atkey (Victory) and Mech. Shelton (Collingwood).

Mech. Brown (Sirius) was switched from right-half to inside-right for the last four games, and the wisdom of the move was emphasised by the fact that he scored five goals in those four games.

Lieut.-Cdr. John Ennis, R.N. (ret.), the Secretary, R.N. Football Association, is delighted with the team's successes, and he emphasised the good influence of the team captain, 'Jimmy' Coates.

### NIGHT 'ON TOWN'

The trophy, the Constellation Cup, was presented by the Commander-in-Chief, Portsmouth, Admiral Sir Frank Hopkins, after the R.A.F. match.

That evening the team celebrated the event. The cup, it is said, holds about 18 pints, and it is understood that it was filled up more than once during an evening 'on the town'.

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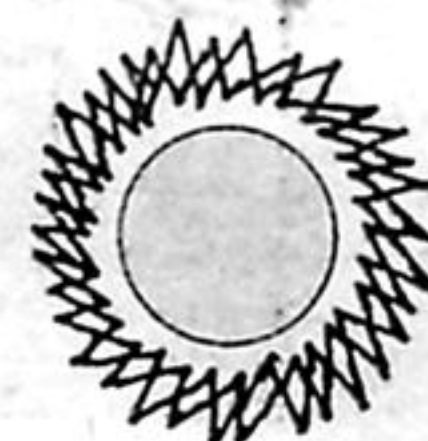
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